

Delaware and Hudson Canal Company

The Anthracite Coal Strike of 1902



Anthracite Strike Commission, in Session, Courtroom No. 3, Lackawanna County Courthouse, Scranton, PA, November 17, 1902. Photograph by T. E. Dillon, Scranton, PA, 1902. Photograph formerly in the collection of Charles Melville, Jr., Carbondale, now in the holdings of the Carbondale D&H Transportation Museum. Seen in this photograph are three members of the Anthracite Strike Commission (Baer, Wilson, Spalding) as well as Clarence Darrow and John Mitchell.

S. Robert Powell, Ph.D.

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A History of the
Delaware and Hudson Canal Company
in 24 Volumes

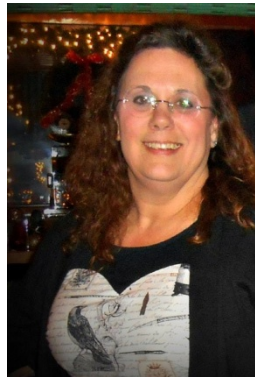
S. Robert Powell, Ph.D., 1974
Indiana University, Bloomington, IN

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Acknowledgements

Thousands of Hudson Coal Company personnel records, as well as the minutes of staff meetings held in 1926 at the Baltimore Colliery, Clinton Colliery, Coal Brook Colliery, Dickson-Manville Colliery, Gravity Slope Colliery, Greenwood Colliery, Jermyn Colliery, Laflin Colliery, Loree Colliery, Marvine Colliery, Olyphant and Eddy Creek Collieries, and Pine Ridge Colliery were saved for posterity in 2002 through the efforts of three conscientious historians from the Lackawanna Valley.

Those records, which were stored in the attic of the former Marvine Colliery office building (later to become the Teamsters Local Union 229 office) contain data about Hudson Coal Company personnel and breakers that are available nowhere else.



Shown here are those three historians who, working together, were the medium in this rescue: Julie Esty, Joe Bryer, and, on the far right, John V. Buberniak, who went up the ladder into the attic and brought down the dusty records and who, at the end of the rescue effort took on the appearance of a coal miner at the end of a day in the mines.

Working copies of those records, which were not available to us when Volumes XVII and XVIII in this series were being written, are now available, and in the coming months/years, the extraordinarily rich mine of data in those records will be incorporated into our history of the Delaware and Hudson Company.

Accounts of such rescue efforts of historical documents are not uncommon at historical societies everywhere. In the archives of the Carbondale Historical Society, for example, there are over 40,000 birth and death records, of immense historical value, that were thrown into a dumpster by a local registrar and which were rescued/saved by members of the Society.

Warehousing and incorporating rescued documents into a permanent collection is not always an easy and a straightforward process, but the payback for present and future historians is immense and well worth whatever effort is required on behalf of the documents in question.

Three cheers, then, for Julie Esty and Joe Bryer and John V. Buberniak for rescuing these Hudson Coal Company personnel files and minutes of meetings in 1926 at fourteen Hudson Coal Company breakers.

S. Robert Powell
December 12, 2017

Overview

The industrial revolution in America was born on October 9, 1829, in Carbondale, PA, when the first cut of Delaware & Hudson Gravity Railroad coal cars, loaded with mass produced anthracite coal, headed up Plane No. 1 out of Carbondale for Honesdale and to market in New York City.

Those cars, filled with anthracite coal from mines in Carbondale, traveled over 16 miles of railroad tracks, made up of eight inclined planes and three levels, to Honesdale, where the coal was transferred into canal boats and hauled 108 miles, through the D&H Canal, to the Hudson River.

Most of the coal that was sent through the D&H system in the course of the nineteenth century was shipped south on the Hudson River to the New York metropolitan market and to many ports on the Atlantic seaboard, north and south of New York. A large quantity of anthracite coal was also shipped up the Hudson River to Albany, and shipped through the Erie Canal to the American Midwest.

The mining, manufacturing, and transportation system that became operational on that day between the anthracite mines of the Lackawanna Valley and the retail markets for that coal on the eastern seaboard and in the American Midwest was the product of enlightened entrepreneurial, technological, and managerial thought on the part of the officers, managers, directors, and employees of the Delaware and Hudson Canal Company. That system, the first private sector million-dollar enterprise in American history, was, at the same time, the pioneer expression on this continent of mass production, a mode of production that would thereafter characterize industry in America and around the world.

Mass production, the revolutionary engine that made it possible for the D&H to launch its mining, manufacturing, and transportation system in Carbondale on October 9, 1829, and to perpetuate that system well into the 20th century, came into existence when it did and lasted for as long as it did because a body of employees

and managers, within the context of a community, of which both groups were a part, chose to work together for their mutual benefit and enrichment, to mass produce and market a commodity, and in so doing to implement the clearly articulated production and marketing objectives of “the company,” the Delaware and Hudson Canal Company.

In this 24-volume work on the D&H,* we will (1) document the history of that mining, manufacturing, and transportation system, with a special focus on the rail lines of the Delaware and Hudson Canal Company in northeastern Pennsylvania, from the opening of the D&H Gravity Railroad in 1829 to the anthracite coal strike of 1902; and (2) demonstrate that the history of that mining, manufacturing, and transportation system, the D. & H. C. Co., from 1829 to 1902, is, at the same time, not only an illustration of eight decades of fine tuning by the D&H of their mass production procedures and techniques but also a full-bodied expression and record, both from the point of view of the D&H and from the point of view of its employees, of the birth, development, and first maturity of the industrial revolution in America.

This is a success story, directed by America’s pioneer urban capitalists, and implemented by them and the tens of thousands of men, women, and children who emigrated from Europe to the coal fields of northeastern Pennsylvania in the nineteenth century to work for and with the D&H and to start their lives over again. This is a success story that is important not only within in the context of local, state, and regional history but also within the context of American history. It is a compelling story.

*The present volume focuses on *The Anthracite Coal Strike of 1902*. Each of these 24 volumes will focus on one aspect of the history of the Delaware and Hudson railroad, from the opening of the Gravity Railroad in 1829 to the anthracite coal strike of 1902. Each volume will be an autonomous entity and published separately.

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UMWA, 1890

The United Mine Workers of America, a mine workers' union, was founded in Columbus, Ohio, on January 25, 1890, with the merger of two old labor groups, the Knights of Labor Trade Assembly No. 135 and the National Progressive Miners Union.

Adopting the model of the American Federation of Labor (AFL), the union was initially established as a three-pronged labor tool: (1) to develop mine safety, (2) to improve mine workers' independence from the mine owners and the company store, and (3) to provide miners with collective bargaining power.

In 1891, the United Mine Workers organized a strike against the coke works owned by industrialist Henry Clay Frick in Morewood, Westmorland County, PA. After a work stoppage beginning on February 2, weeks of increasing unrest, and evictions of mining families from company-controlled property, a crowd of about a thousand strikers accompanied by a brass band marched on the company store in the early morning hours of Friday, April 3. Deputized members of the 10th regiment of the National Guard under the command of Captain Loar fired several volleys into the crowd, killing six strikers outright and fatally wounding three more. Thousands attended their funerals.

Two years later, beginning with the panic of 1893, the country experienced massive unemployment and personal suffering. The economic downturn triggered a merciless price war among businesses seeking to raise revenues simply to pay off creditors.

With the coal market depressed, many workers could only find half-time work. Much of the little income they earned was siphoned back to the operators in the form of deductions for rent and company store bills. Companies ignored a law stating that workers were to be paid bi-weekly and paid workers monthly, forcing many deeply into debt.

The UMWA gained support first from bituminous coal miners in Appalachia and the Midwest, especially after a series of successful or semi-successful strikes of bituminous coal miners in 1894 and 1898. By 1894, forty-four local chapters of the UMW existed in the anthracite region. In 1898, John Mitchell, a bituminous coal miner from Illinois, was elected the president of the UMWA.

On April 21, 1894, with the UMW hardly four years old, the UMW called for a nationwide strike among the bituminous coal miners. Many of the workers' salaries had been cut by thirty percent, and with the demand for coal down, workers were upset that there were not more opportunities for work. The national guard was mobilized in several states to prevent or control violent clashes between strikers and strike breakers.

The workers intended on only striking from work for three weeks in the hopes that when they returned the demand for coal would increase as would their wages. However, many miners in the union did not wish to cooperate with this plan and did not return to work at all. This made the union seem weak. With the demand for coal being so low the remaining workers were able to produce enough to satisfy the demand. By being efficient in the mines, the operators saw no need to increase the wages of all the workers, and did not seem to care if the strike would end.

By June the demand for coal began to increase and some operators decided to pay the workers their original salaries before the wage cut. However, not all demands across the country were met and some workers continued to strike, which caused harm to the young union. The most important goal of the 1894 strike was not the restoration of wages, but rather the establishment of the UMWA as an entity at a national level.

A major turning point in the history of organized labor within the anthracite region occurred in 1897, during another nationwide economic depression, and a strike by the bituminous coal miners in the Midwest. The miners won significant wage increases, and membership in the UMWA grew significantly.

2102

Lattimer Massacre, September 10, 1897

On September 10, 1897, nineteen unarmed, striking, immigrant coal miners, mostly of Polish, Slovak, Lithuanian, and German descent, were shot and killed by a Luzerne County sheriff's posse. Scores of workers were wounded. This massacre was a turning point in the history of the United Mine Workers of America.

In *Wikipedia*, we read the following about the Lattimer massacre:

“The economies of Central and Eastern Europe were struggling in the late nineteenth century. The European rural population was growing faster than either the agricultural or new industrial sectors of the economy could absorb, industrialization was disrupting both the agricultural and craft economy, and there was increasing competition from large-scale commercial and foreign agricultural producers. These factors drove most of the mass immigration to the United States.

Disproportionate numbers of new Slavic immigrants worked in the coal mining industry, where they were among the most exploited of all mine workers. During strikes in Northeastern Pennsylvania by English-speaking miners in 1875 and 1887, many Slavic miners were imported as strikebreakers, and were "despised as scabs" by the English-speaking immigrant and American miners of the region.

Conditions in coal mines of the late 19th century were harsh. Mine safety was very poor, such that 32,000 miners in Northeast Pennsylvania had lost their lives since 1870. Wages, already low in a highly competitive industry, fell 17 percent during the mid-1890s after a coal industry slump. Although wages had improved some by the fall of 1897, anthracite coal companies in the region cut wages and consolidated operations within the mines (often resulting in more laborious working conditions). In some cases, companies forced workers to lease homes from the company and required them to see only company doctors when injured.

In August 1897, the Honey Brook division of the Lehigh and Wilkes-Barre Coal Company laid off workers at its strip mines, cut the pay of the remaining employees, and raised fees for workers residing in the area's company towns. The company consolidated its mule stables, forcing teenaged mule drivers to travel much farther each day to pick up their mules (time for which they were not compensated). After inconclusive talks, 25 to 35 teenaged drivers struck on August 14, 1897. A scuffle between a supervisor and some drivers led to additional walkouts by strip miners as well as underground coal miners, and by August 16 nearly 2,000 workers were on strike. Nearly all the miners joined the UMW (United Mine Workers) on August 18, and within two days almost all the mines in the region had closed due to the spreading strike. Many Slavic miners had not joined the nascent United Mine Workers, both because of ethnic discrimination exhibited by English-speaking and American miners but also because of the poor relationships between unionized miners and the former strikebreakers. But worsening working conditions and a UMW call for a 15 percent wage increase drew many Slavic miners into the union.

The first wave of the strike ended on August 23, after the company agreed to pay overtime, bring wages up to the regional average, allow miners to see their own doctors when injured, and no longer force miners to live in company-owned housing. A second strike began on August 25. Teenaged breaker boys at the A. S. Van Wickle coal breaker in the nearby village of Colerain struck for higher wages as well. When Van Wickle attempted to use Slavic workers as strikebreakers, the Slavs joined the strike instead. Although the strike spread to two other nearby coal works, the company quickly agreed to raise wages up to the regional average and the strike ended on or about August 28.

But when the new pay rates were announced on September 1, only a limited number of workers received raises. Management did agree to treat Slavic workers more fairly, but the mine owners reneged on their other promises. The strikes resumed.

On September 3, spurred by an incident associated with a strike at the Honey Brook mine, in which a superintendent struck a young boy, 350 angry mine workers from Hazleton marched to each of the Lehigh and Wilkes-Barre collieries and shut them down.

The mine owners' private armed force, the Coal and Iron Police, proved too few in number to break the strike, so the owners appealed for help from Luzerne County Sheriff James F. Martin.

Martin established a posse of about 100 English and Irish citizens to prevent any further marches from occurring. Within five days, 8,000 to 10,000 miners were on strike. On September 8, mine owners demanded that the sheriff of Schuylkill County arrest several thousand miners who had assembled near Pottsville and had forced a mine to shut down, but the sheriff refused.

On Friday, September 10, 1897, about 300 to 400 unarmed strikers—nearly all of them Slavs and Germans—marched to a coal mine owned by Calvin Pardee at the town of Lattimer to support a newly formed UMW union. Their goal was to support the newly formed UMW union at the still-open Lattimer mine. The demonstrators were confronted by sheriff's deputies (a militia led by Luzerne County Sheriff James Martin) and coal and iron police several times on the road and ordered to disperse, but kept marching. The Sheriff's deputies and the coal and iron police fired into the unarmed strikers.

The deputies had spent most of the morning joking about how many miners they would kill. While on a streetcar headed for Lattimer with the sheriff and his comrades, one deputy was overheard saying "I bet I drop six of them when I get over there."

When the demonstrators reached Lattimer at 3:45 pm, they were met again by the sheriff and 150 armed deputies. Sheriff Martin ordered the marchers to disperse, and then attempted to grab an American flag out of the hands of the lead marcher. A scuffle ensued, and the police opened fire on the unarmed crowd.

Nineteen miners died, and anywhere from 17 to 49 others wounded. All had been shot in the back, and several had multiple gunshot wounds which indicated that they had been targeted by the deputies. Virtually all of the dead were Polish, Slovak, or Lithuanian.

The strike led to temporary mob rule in the area. After Sheriff Martin telephoned for help, the Pennsylvania National Guard was dispatched to the county to restore order. Late on the evening of September 10, more than 2,500 troops of the Third Brigade (partly stationed in Luzerne County) had been deployed. Local Slavic community leaders held a rally on September 11 to try to calm the workers, raise money for the provision of the families, and seek the prosecution of Sheriff Martin and his deputies. Outraged miners searched in vain on September 12 for Lehigh and Wilkes-Barre Coal Company mine superintendent Gomer Jones, and destroyed his home when they could not find him. On September 20, a group of Slavic women (armed with fireplace pokers and rolling pins) led some 150 men and boys to shut down the McAdoo coal works, but were turned back by the quick arrival of National Guard troops. The Guard's artillery unit was withdrawn on September 24, and the rest of the troops five days later.

Sheriff Martin and 73 deputies were arrested and put on trial. At trial, the defendants claimed that the marchers had refused to obey an order to disperse and were charging toward the sheriff and his deputies. As recounted by witness John Pusti in formal testimony:

‘I was with the strikers when the shooting occurred. When we approached the Sheriff he walked to the middle of the road and told us to stop. Some few of the men went forward, and I then heard two volleys from the deputies. None of the strikers was armed. I was shot in the right arm and as I started to run I was shot in the right leg, the ball entering from the back and coming out in front.’

Further medical evidence showed that nearly all the strikers had been shot in the back. A grand jury indicted the sheriff and 78 others on murder charges, but they were all acquitted at trial. The incident drew international outrage and galvanized the mining community's determination to win some control over the industry. The Lattimer incident brought together the various immigrant communities within the anthracite region. Within four months, over 15,000 anthracite workers joined the UMW. Lattimer insured the UMW a future in the region.”

Here is an account of the massacre by Mark Hand, dated September 18, 2015:

The Lattimer Massacre: When an Entire Police Force Stood Trial
By Mark Hand

“It was not a battle because they were not aggressive,
nor were they defensive because they had no weapons
of any kind and were simply shot down like so many
worthless objects, each of the licensed life-takers
trying to outdo the others in the butchery.”

– Inscription on monument erected in Lattimer, Pa.

If officials wanted to shine a light on the horrors of the past, every day could be the anniversary of some type of atrocity committed by a government agency or corporation. But leaders get to pick and choose which events are more important than others. American officials, just like leaders in all countries, want the nation memorializing incidents that serve their political and economic interests.

Sept. 10 is one of those days when government officials committed a major atrocity. But 9/10 never became a national day of remembrance.

Sept. 10, 2015, marked the 118th anniversary of the Lattimer Massacre in the anthracite coal mine region of eastern Pennsylvania. Like the 9/11 attacks, the mass murder in Pennsylvania was used as a springboard for something bigger. But in the case of the Lattimer Massacre, the murder of striking coal miners served as inspiration to build a more equitable society, not as an excuse to kill and harm more people.”

All told, Luzerne County, Pa., sheriff deputies killed 19 unarmed miners and wounded at least 38. No sheriff deputies were killed. ‘The primary result of the massacre was rapid growth in unionism in the anthracite coal region. During the next four months approximately 15,000 new names were added to the UMWA rolls,’ the United Mine Workers of America explains on its website.

The UMWA views the Lattimer Massacre as a major event in U. S. history. Even the commonwealth of Pennsylvania saw the actions by the local police on Sept. 10, 1897, as extreme and excessive. State prosecutors brought murder and felonious shooting charges against Luzerne County Sheriff James Martin and 78 of his deputies in the wake of their attack on the workers.

In the late 19th century, pro-labor sentiment was strong in the U.S. and, at least in this case, state prosecutors wanted the sheriff and his deputies held accountable. But as it turned out, the prosecutors were ill-prepared for the trial and ultimately argued a lackluster case against the defendants, all of whom were found not guilty of the charges after a five-week trial in 1898.

Labor activism, especially in the anthracite coal region of Pennsylvania, had been growing steadily since the mid-1800s. The Molly Maguires, a shadowy Irish labor organization, waged a violent battle against coal operators. In the late 1870s, 20 Mollies were hanged after being found guilty of murder and other charges.

In the wake of the crackdown on the Molly Maguires, labor activism in the region waned. But union activity in the anthracite coal fields picked up again as the century neared an end. Only two decades removed from the violent battles between the coal operators and the Mollies, state officials could have easily overlooked the Lattimer killings.

To their credit, Pennsylvania state prosecutors in 1897 tried to hold the police accountable in Luzerne County. The massacre occurred in the village of Lattimer, north the city of Hazleton, Pa., when Martin’s posse of deputies fired at between 300 and 400 coal miners, mostly of Slovak, Polish Lithuanian and German ethnicity, who were marching from Harwood, Pa., to Lattimer.

The miners wanted a pay raise of 15 cents per employee, the ability to select their own doctor, the right to get paid for work even if the machines they workers were out of order, and the freedom not have to buy from the company store. Workers had already shut down several other mines in the region. Expanding the strike to Lattimer would be a huge victory for the miners because it would go a long way to shutting down the entire the area and forcing the companies to grant workers’ demands.

Fearing their private guards could not pacify the striking workers, the coal mine owners solicited the help of Sheriff Martin, who responded by rounding up dozens of local men to serve as deputies. They met the hundreds of striking miners marchers in Lattimer, one of whom was holding an American flag. After the sheriff tried to tear the flag and grabbed one of the marchers, the deputies opened fire. The flag bearer was the first man hit. The striking miners began to disperse, running to get away from the shooters. Some deputies moved to different locations so they could take better aim at fleeing marchers, shooting them in the back as they ran.

The massacre at Lattimer was the largest in U.S. labor history until the Ludlow massacre in Colorado 17 years later when Colorado National Guard and mine guards attacked a camp of striking workers, killing two dozen people, including miners and their wives and children.

Michael Novak, a long-time scholar at the conservative American Enterprise Institute, in 1978 published one of first major books on the massacre. “The story of the guns of Lattimer has been strangely neglected in history books, even in histories of violence in America, even in labor histories,” Novak wrote in *The Guns of Lattimer*, “The reasons may be that Lattimer’s victims did not speak English and, more than others, have lacked a public voice.”

Novak’s book was sympathetic to the miners. “The whole body of four hundred marching men, unarmed, incompetent in English, carefully carrying two American flags, and painfully aware that in the Austro-Hungarian Empire they could conduct no such open and peaceful protest as they did here,” Novak wrote. “That their march should have ended in brutal bloodshed — the worst labor massacre in the history of Pennsylvania and in the nation until that time — deepened in them and in other Slavic communities around the nation a familiar sense of tragedy and injustice.”

Several other books and scholarly articles have covered the massacre. The latest book, *The Lattimer Massacre Trial*, published by Dorrance Publishing Co., provides a unique look at the event. The book was compiled by Pasco L. Schiavo, a prominent lawyer in the city of Hazleton and the person who now owns the land on which the massacre occurred.

Born and raised in Hazleton and a descendent of Italian immigrant coal miners, Schiavo compiled day-to-day newspaper reports from the 1898 Lattimer trial of the sheriff and 72 deputies, a chronological collection that includes pre-trial jury selection, witnesses’ testimony and the final verdict. Schiavo’s book contains clippings from *The Press*, what he calls a “reputable Philadelphia, Pennsylvania newspaper” which is no longer in existence.

The newspaper articles covered the trial in detail and included verbatim some of the statements made by the witnesses testifying at the trial, ‘something which is particularly important in light of the court transcripts or records of testimony having been lost years ago,’ Schiavo writes in the book’s introduction.

In his closing argument, the prosecuting attorney emphasized that the strikers were peaceable and unarmed.' Only a handful of the slain strikers were shot from the front; the rest of them were shot in the back. Referring to the deputies, the district attorney stated 'if these boys had protected the lives of these poor creatures of God with the same solicitude they displayed in protecting the property of the employers there would be no case here today.'

Even though none of the deputies was killed, witnesses for the defense claimed the strikers were armed with pistols and clubs. In a post-mortem published in The Times of Philadelphia, the newspaper's writers argued that the assembly of strikers 'was utterly lawless, and when the members refused to disperse upon notice from the Sheriff, given in the presence of his armed deputies, they not only openly defied the law, but they precipitated the destruction of life by violently resisting the Sheriff when in the performance of his lawful duty.'

Schiavo told a Hazleton newspaper that he chose to compile the book because the newspaper articles 'report as close to the truth as possibly on a daily basis.' On the other hand, 'the books and other publications I have read tend to give a slant one or another as to what really happened at Lattimer,' he was quoted as saying in the Aug. 2 article.

Even today, debate continues on whether the deputies were justified in killing the workers. Dan Sivilich, president of the Battlefield Restoration and Archaeological Volunteers Organization, told a local newspaper that the 'the sheriff was not stupid.'

'As soon as those miners entered the gate, and they entered mine property, someone opened fire on them. At that point, they were trespassing, and deadly force is allowed when someone is trespassing on your property,' Sivilich said.

Lethal police force is still being used on a regular basis against U.S. residents who are viewed as expendable. Few of the perpetrators are facing prosecution. The same is true in other countries. A similar massacre occurred in South Africa in August 2012 when police opened fire on striking miners at the Lonmin platinum mine near Rustenburg, South Africa, killing 34 miners and wounding an additional 78. The police violence, known as the Marikana Massacre, was the single most lethal use of force by South African police against civilians since the Sharpeville massacre in 1960 when the nation's official policy of apartheid was in full force.

Instead of bringing criminal charges against the police, South African authorities charged the surviving miners with murder. The authorities used the doctrine of common purpose against the survivors, assigning responsibility upon them for the murders because they participated in the strike. The murder charges, however, were later dropped and all 270 miners were released.

At least Pennsylvania authorities did not stoop so low to bring murder charges against the surviving miners in Lattimer. In remembrance of the slain miners, a small memorial now stands at a highway intersection in Lattimer. The memorial includes a monument with an inscription and the names of the killed miners. A shovel and a pickaxe lean against the front of the monument, and a small rail wagon with a pile of anthracite coal sits behind it. 'The migrant workers that struck during the summer of 1897 imagined a better world for themselves, one that offered them the baseline of equal living and working conditions to the longer-established nativized miners,' the Lattimer Massacre Project website says."



The crossroads where the Lattimer massacre occurred remained unmarked for 80 years. The United Labor Council of Lower Luzerne and Carbon Counties and the UMW erected a small memorial on the site September 10, 1972.



The text on the plaque on the monument shown above is shown on the following page.

LATTIMER MASSACRE

SEPTEMBER 10, 1897

IT WAS NOT A BATTLE BECAUSE THEY WERE NOT AGGRESSIVE, NOR WERE THEY ON THE DEFENSIVE BECAUSE THEY HAD NO WEAPONS OF ANY KIND AND WERE SIMPLY SHOT DOWN LIKE SO MANY WORTHLESS OBJECTS; EACH OF THE LICENSED LIFE TAKERS TRYING TO OUTDO THE OTHERS IN THE BUTCHERY."

DEDICATED TO THESE UNION BROTHERS
WHO MADE THE SUPREME SACRIFICE

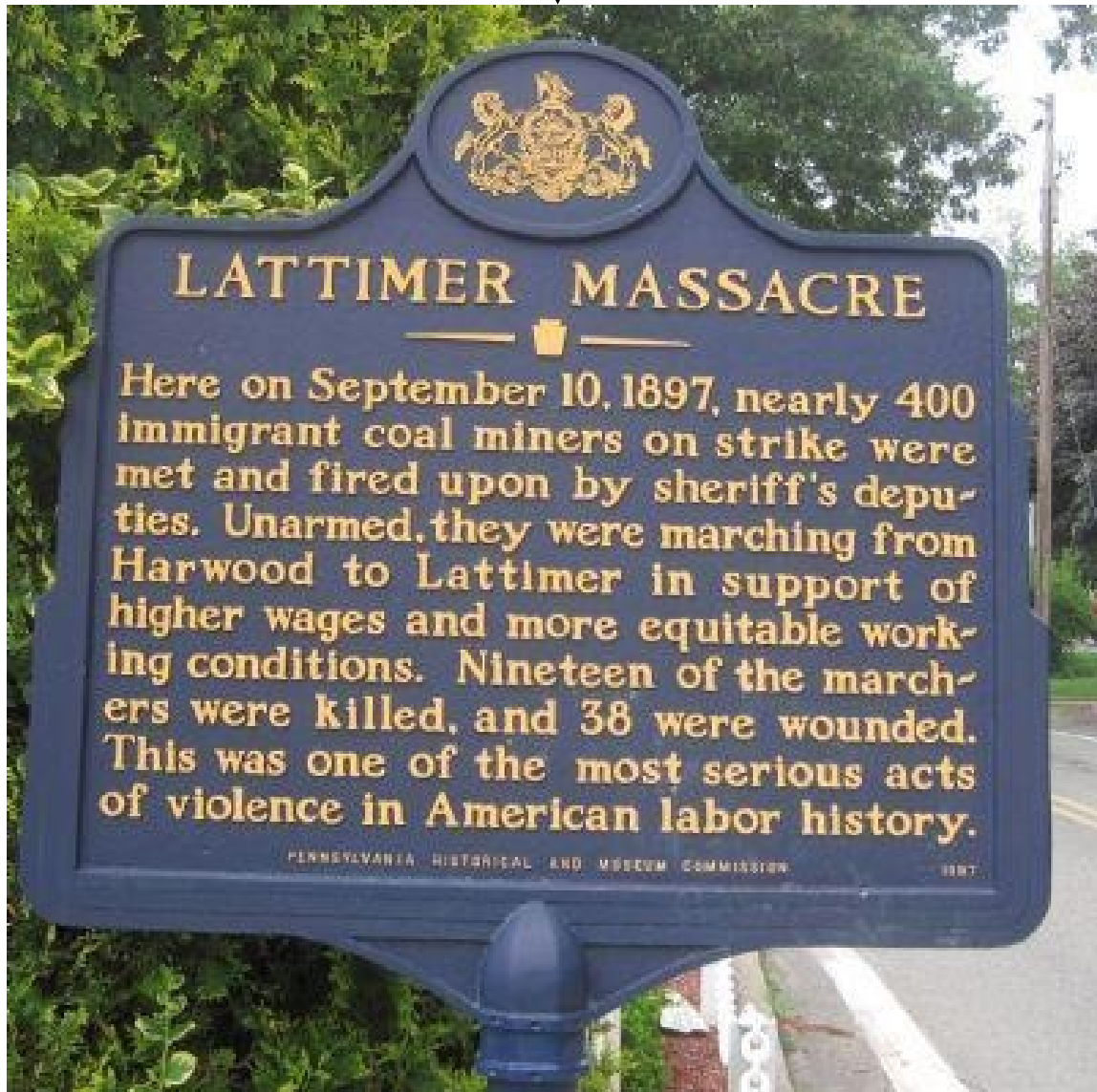
SEBASTIAN BROŻTOWSKI	MICHAEL CHESLOCK
FRANK CHRZESZESKI	ADALBERT CZAJA
JOHN FOTTA	ANTHONY GREKOS
ANDREW JURECEK	STEPHEN JURICS
GEORGE KULICK	ANDREW MIECZKOWSKI
ANDREW MONIKASKI	CLEMENT PLATEK
RAPHAEL REKIEWICZ	JOHN SKREP
JOHN TARNOWICZ	JACOB TOMASHONTAS
STANLEY ZAGORSKI	ADALBERT ZIEMBA
ADAM ZIEMINSKI	

SPONSORED BY THE UNITED LABOR COUNCIL OF
LOWER LUZERNE AND CARBON COUNTIES, AFL-CIO,
AND UNITED MINE WORKERS OF AMERICA.
THE 10TH DAY OF SEPTEMBER, 1972

LERI

The names of
the 19 men
killed in the
Lattimer
Massacre

On September 10, 1897, miners from Lattimer and Hardwood marched towards the Lattimer mine in a peaceful manner. Luzerne County Sheriff James Martin and his deputies, together with coal and iron police, who claimed that the miners were armed, fired into the group of unarmed strikers marching to the Lattimer Colliery. At least 19 marchers died in the incident, many shot in the back, and 32 were wounded. Virtually all of the dead were Polish, Slovak, or Lithuanian. A grand jury indicted the sheriff and 78 others on murder charges, but they were all acquitted at trial.



One consequence of the Lattimer massacre:

Many of the coal miners who came to the Pennsylvania anthracite fields in the 1870s and 1880s were from Eastern Europe. As the latest arrivals, they were frequently treated horribly (bigotry and discrimination in the mines from residents and by the local miners), and they were often given the most dangerous jobs. It was under these conditions that the Lattimer massacre occurred. That massacre, which drew international outrage, marked a turning point in the labor history of the anthracite region, in that it initiated the long, slow process of building cooperation between all mine workers. That cooperation led to the development of a solid labor front in the anthracite region, which the UMW nurtured in the late 1890s and early 1900s. The UMW, struggling to establish itself in Pennsylvania's coal mines, witnessed a dramatic upsurge of membership, with over 15,000 anthracite workers joining the UMW within four months of the massacre. Just three years later, the union was powerful enough to win large wage increases and safety improvements for miners throughout the region. It significantly boosted the union career of John Mitchell, an activist for the UMW who would be elected president of the national union due to his efforts during the Lattimer strikes.

1900 Anthracite Coal Strike, September 17, 1900—October 29, 1900

A number of small strikes took place in the anthracite district from 1899 to 1901, by which the labor union gained experience and unionized more workers. The 1899 strike in Nanticoke, Pennsylvania, demonstrated that the unions could win a strike directed against a subsidiary of one of the large railroads.

At a convention convened in Hazleton in August 1900, John Mitchell and the United Mine Workers Union attempted to negotiate with the coal operators in the Coal Region for increased wages and improved working conditions, and they issued an invitation to operators to meet to discuss wages and grievances. The operators failed to respond to the invitation or a list of demands. The operators, a tightly knit group of mine owners, bankers, and railroad owners, all agreed not to negotiate with Mitchell or recognize the UMW. As a result, the union issued a strike call for September 17, 1900, and a majority of the region's work force, approximately 125,000, walked off the job.

In ten days, 140,000 men and boys were out. Soon afterward practically every mine in the anthracite region was closed.

The cause of the strike was the refusal of the operators to recognize the miners' union (the UMW), abolish company stores, and advance wages of at least ten percent—later, at a convention in Scranton the miners modified their demands.

The militia was sent to the Shenandoah district after a Sheriff's posse had fired on marchers there. The militia was also sent to the Panther Creek Valley to disperse marchers.

The UMW, skillfully manipulating public sentiment, publicly implored its members to avoid violence during the strike.

A rally in support of the strike, attended by four thousand men, was held in Carbondale during the third week of September. Hogarts' band of Jermyn rendered several selections at the rally. The rally was under the direction of "Organizer Dilcher", the Reverend Dr. J. H. Whalen, pastor of the Berean Baptist Church of Carbondale, and Mr. J. H. Johns. Seated on the platform were several of the local officers of the United Mine Workers. Mr. J. H. Johns, of Moss Side, president of local 844 presided. The rally began at 2:30 P.M. Here is the account of the rally that was published in the *Carbondale Leader* of September 20, 1900:

“ASSEMBLED EARLY. / The crowd began to assemble shortly after one and by half past two fully four thousand men were congregated to hear the addresses. Hogarts’ band of Jermyn, which had come to this city expecting that an organized parade would be held, rendered several selections after which Organizer Dilcher and Rev. Dr. Whalen mounted the platform. Seated on the platform were several of the local officers of the United Mine Workers. Mr. J. H. Johns, of Moss Side, president of local 844 presided. / It was shortly past 2:30 when chairman Johns arose to introduce the first speaker. He spoke of Dr. Whalen’s sermon of Sunday night and the interest and friendship it had developed in the miners. It was with pleasure that he introduced Dr. Whalen. Thundering applause greeted the reverend gentleman as he arose. He said in part: / ‘You have all heard that Pastor Whalen was to address you today but I am only a substitute. Mr. Maguire was unable to attend and the committee has asked me to take his place. I know I cannot handle this subject as he would. . / I have no apology to make to anyone for the stand I have taken on this question [the strike] of right against wrong. It is the place of the Christian ministry to be with this movement. When the angels sang the song at Bethlehem there was in this world oppression. Three-fourths of the inhabitants of the earth lived as the other fourth dictated. Wealth and power was then as it is now, but that child of Bethlehem, the Saviour of the World, has given us a Golden Rule, proving the equality of man. It is the part and place of the Christian ministry to identify the ministry of Christ with this present movement. I have no apology to make. Let apologies come from those ministers who stay at home while these masses assemble.’ ”
(*Carbondale Leader*, September 20, 1900)

Republican Senator Mark Hanna, himself an owner of bituminous coal mines (not involved in the strike) sought to resolve the strike, coming less than two months before the presidential election. He worked through the National Civic Federation which brought labor and capital together.

Relying on J. P. Morgan to convey his message to the industry that a strike would hurt the reelection of Republican William McKinley, Hanna was able to convince the owners to concede a minor wage increase and grievance procedure to the strikers. The union declared victory and dropped its demand for union recognition.

The union ended the strike on October 29. Significantly, it must be noted, (1) that the owners did not formally recognize the UMWA as the representative of the workers, and (2) that a structure was not set up to allow for future wage increases.

In the month and a half following the beginning of the strike, UMWA membership increased by over 200,000 mine workers in both bituminous and anthracite mining areas.

On the following day the end of the strike, October 30, John Mitchell, accompanied by Mother Jones, came to Carbondale and was greeted at the railroad station at 6:15 P.M. by thousands of men and women. At 7 P.M. there was a parade in which marched 8,000 miners, many in their mine clothes. At the close of the parade, over 10,000 persons gathered in the vicinity of the Hotel Anthracite to hear addresses from distinguished speakers, including President Mitchell. The report on John Mitchell's visit was a special dispatch to *The North American*, which was reprinted in the *Carbondale Leader* of October 31, 1900. Here is the *Leader's* article on John Mitchell's visit to Carbondale:

“MITCHELL TALKS TO TEN THOUSAND COALDALE [SIC] MINERS / Hundreds Fought to See Union President Eat Supper at His Hotel. / 8000 IN THE PARADE / All the Leaders in their Speeches Urged the Men to Stand Loyal to Their Organization. / Special Dispatch to The North American. / CARBONDALE, Pa., October 30 / A reception such as was never witnessed in this city was accorded President John Mitchell, the executive board of United Mine Workers, and Mother Jones to-night. The party arrived from Archbald at 6:15, thousands being at the station. When Mitchell stepped from the train thousands of men and women cheered the leader of the miners. / The party was driven to the Harrison House, where hundreds fought for a chance to see Mitchell eat. / At 7 o'clock the parade started. It was the most remarkable demonstration ever witnessed here. The men in line numbered eight thousand. Many wore their mine clothes, and in their caps were lighted mine lamps. / The following unions were in line: Forest City Miners, Vandling Miners, Richmondale Miners, Mayfield Miners, Jermyn Miners, breaker boys and drivers, trades unions, Simpson Miners' Local, Dundaff Miners, Miners Local, No. 969, Miners' Local, No. 944; Miners' Local, No. 877. The business places were all gorgeously decorated. The display of fireworks has never been equaled in this city. / Fred Dilcher [head of the UMW District 1] received a great ovation, and, with Mitchell, was forced to continually bow to the thousands on the line of parade. The police were unable to cope with the tremendous crowd, and at an early hour gave up in despair. / At the close of the parade, over ten thousand gathered in the vicinity of the Hotel Anthracite, where addresses were made by President Nicholls, of District No. 1; Rev. H. J. Whalen, of the Baptist Church here; President Fahey, of Schuylkill district; John Dempsey, of District No. 1; Fred H. Dilcher and President Mitchell. Each spoke on the victory won, and advised the men to stand loyal to their organization.” (*Carbondale Leader*, October 31, 1900; clipping in Gritman scrapbook)

Mother Jones was present at the rally in Carbondale on October 30, 1900. Given below is a newspaper clipping about Mother Jones. This clipping is pasted into one of the Gritman scrapbooks, in the archives of the Carbondale Historical Society, together with other newspaper clippings about the 1900 coal strike.

“MOTHER JONES’S MANY EXPERIENCES. / Born in Ireland—Educated in Canada. Traveled in Europe—A Leader of Coxey’s Army. / ‘Mother’ Mary Jones, who has been a prominent leader in the miners’ strike as well as the silk mills’ strike, has had a remarkable career. / She will be 58 years old next month, being born in the city of Cork, Ireland, in 1843; and there it was at an early age that she was imbued with the spirit of agitation for oppressed humanity. / When a girl of about 8 years of age, her father became involved in Irish liberty agitation and was forced to leave Ireland. He came to this country with his family, and settled in Vermont where he became a citizen of the United States. / The family afterward removed to Toronto, Canada, where ‘Mother’ Jones graduated from the Toronto Normal school at the age of 17 years. Here she was raised to womanhood, and in attending public meetings in the evenings developed that vigorous debating power which has made her so well known. / In the Monroe Catholic school she taught for a short time after her graduation. She then married George Jones, a moulder, who was prominent in the moulders’ union. After six years of married life, death took from ‘Mother’ Jones in one short month her entire family. Yellow fever claimed her husband and diphtheria took from her four little children, one boy and three girls. / A stranger to ‘Mother’ Jones, looking into her bright eyes and beaming face, would never take her for a woman who has undergone such manifold experiences. Despite her white locks and weight of years she has a clear complexion, a cheerful smile, and a vigorous mind. She was in California during the Chinese agitation and there devoted her exertions towards the exclusion of the lucre loving Chinese importations. / VISITED EUROPE. / In 1873, and again in 1881, ‘Mother’ Jones went to Europe where she studied the labor conditions existing in England, Ireland, Germany, France and Austria. / She states that she has seen labor conditions in parts of the United States worse than in any part of the foreign countries. / In 1895 and 1896 ‘Mother’ Jones went to the South and secured employment in several cotton mills in that place where she made a practical study of the conditions of labor existing in Southern factories. / During the famous Chicago strike she also took a prominent part. / WITH COXEY’S ARMY. / During the Cleveland administration, when Coxey’s army traveled across the country to the nation’s capital, ‘Mother’ Jones was in their midst, advising them and securing food for them. On one occasion she said the army was near a reservation where some of Uncle Sam’s soldiers were encamped. The members of Coxey’s army had been without food for some time and they came to ‘Mother’ Jones for advice. / ‘You see that camp below,’ she said, ‘well, the food that is there you men helped to produce, and as you are boys of Uncle Sam’s as well as those uniformed fellows, you are entitled to it; go and get it.’ / The hungry men then swooped down on the camp and secured as much food as they desired. / In every strike during the last 15 years in this country she has been a prominent agitator. In the late strike of the anthracite coal miners ‘Mother’ Jones was at the front in the struggle and in her vigorous addresses accomplished much to arouse public interest.” (clipping in Gritman scrapbook with clippings about the 1900 anthracite strike).

At *Biography.com*, we find the following data about Mother Jones:



Mary Harris Jones ("Mother Jones") was a union activist who was born in Cork, Republic of Ireland, May 1, 1837. She died on November 30, 1930, at Adelphi, Maryland. She founded the Social Democratic Party, and helped establish the Industrial Workers of the World.

Mary Harris Jones was born in 1830 in County Cork, Ireland. Her family left the devastation brought by the Irish Potato Famine and emigrated westward, first to Canada and then to America. Tragedy befell Jones when she lost her family to a yellow fever outbreak and then her home in the great Chicago fire. She went on to become a labor activist and was given the nickname "Mother Jones." A champion of the working class, Jones was a campaigner for the United Mine Workers Union, founded the Social Democratic Party and helped establish the Industrial Workers of the World.

In honor of her allegedly 100th birthday (there is some speculation as to her actual birth date), Mother Jones was celebrated across the country with special labor events in 1930. She died on November 30 of that year. With the workers to the end, she asked to be buried in the Miners Cemetery in Mt. Olive, Illinois.

(end of Mother Jones material)

Also pasted into one of the Gritman scrapbooks in the holdings of the Carbondale Historical Society, along with other newspaper clippings about the 1900 coal strike, is the following text/poem, “The Battle Over,” by the Rev. J. Davies of Forest City, about the “victory” of the miners in the 1900 coal strike:

THE BATTLE OVER

Lines written by Rev. J. Davies, of Forest City, on the miners’ victory:

When now the battle’s over
And the vict’ry fairly won,
‘Tis right to praise the victor
By saying—how he done;
The union in a body
On that September day,
Heard Mitchell’s voice commanding—
Put now your tools away.

Chorus—

Hurrah for this great union,
The U. M. W. of A.
‘Tis right that we should praise it
Hurrah! Hurrah! Hurrah!

The men in one great body
That day—heard the command,
And as a streak of lightning,
Complied with his demand;
They left their dusky chambers,
Like soldiers to the field;
Determined as their leader,
To make the masters yield.

It was a fierce battle—
The enemy was strong.
And many thought the union
Would never last so long;
But now the fact is clear
And read by one and all,
That the miners' ammunition
Was never used at all.

As one they stuck together,
Through this now noted strike,
Has kept the law and order,
We never heard the like;
‘Twas this, that brought the vict’ry;
‘Twas this that won the day;
Forget they will—no never!
The U. M W. of A.,

Your leader has been working
For vict’ry day and night,
And in a noble manner
Conducted this great fight;
With Mitchell at the throttle,
And Dilcher raising heat;
And Dempsey doing the brakin
This train—they could not beat.

This union train now started
May ever keep the rails,
This righteous ship of labor,
Spread more and more your sails;
The road to vict'ry's heavy
The sea to shore is rough;
But God of Heaven is with you
And is not that enough.

Keep friendly, boys, together;
Act as you were but one,
And keep in mind this vict'ry
That you have newly won;
And tell it to your children
While on this earth you stay—
And sing to them this chorus—
The U. M. W. of A.

Chorus:

Hurrah for this great union,

The U. M. W. of A.

‘Tis right that we should praise it

Hurrah! Hurrah! Hurrah!

Forest City.

J. DAVIES.

Excursus on Sound Money Parades:

Among the newspaper clippings about the 1900 coal strike in one of the Gritman scrapbooks is one titled “Miners to March.” From this clipping, we learn that Captain Stokes and his Forest City Workers (sixty miners from the Hillside Coal and Iron company’s various mines in and around Forest City) visited New York City to participate in the second Sound Money parade there on November 3, 1900. Here is the text on that newspaper clipping:

“MINERS TO MARCH. / Captain Stokes and his Forest City Workers will Visit New York. / Tonight sixty miners from the Hillside Coal and Iron company’s various mines in and around Forest City will leave Scranton for New York city, where they will participate in the mammoth Sound Money parade to be held tomorrow. / These men will appear in the parade as representatives of the Coal Trade Sound Money club No. 1 and will carry a white satin banner which cost \$300. The same club paraded in New York four years ago [1896] and by its fine marching and soldiery appearance won applause all along the line and were finally presented with the banner for the excellence of their work. / Captain Fremont Stokes, of the Thirteenth regiment, and Captain Will Inglis, of the Third Brigade, N. G. P., staff are responsible for this company of miners. It was they who organized it four years ago and drilled it until it had reached a state very near perfection. The club resumed its drills a few months ago and promise to give an excellent account of themselves tomorrow. / The men will march clad in their every day uniform. That is, they will wear their old, dirty mining clothes with mine lamp on the hat and all. For an arm they will carry picks, using the manual of arms to shift the position. The club will travel by way of the Delaware, Lackawanna and Western and will leave here [probable reference is Scranton] at midnight.” (clipping in Gritman scrapbook given immediately following a clipping dated October 31, 1900; clipping appears to be from a Scranton newspaper)

Sound Money Parades were held in New York City in 1896 and 1900 (November 3). The participants were pro-McKinley businessmen and tradesmen who were marching in support of “sound money”. Ninety thousand men marched in the Sound Money Parade on November 3, 1900. In the 1900 campaign poster shown below, we see William McKinley, waving the American flag, and standing on a gold coin/sound money, supported by soldiers, sailors, businessmen, and workers.



(end of Sound Money excursus)

As we noted above, even though the coal operators eventually conceded to the union's demands in 1900, the operators did not, however, recognize the UMW as the workers' representative.

The 1900 anthracite strike achieved no significant improvements in miners' working conditions. Pay remained low by any standard and frequent layoffs remained the norm, as did the feudal system of the company town.

The total financial loss realized by all concerned was \$10,000,000 (loss in wages to miners, \$4 million; loss to operators, \$4 million; loss in railroad earnings, \$2 million). Not surprisingly, because of the strike, anthracite output for 1900 was less than in 1899.

The 1900 Strike set the stage for the nationally significant 1902 strike in the anthracite region and provided Mitchell and his union with lessons on political maneuvering and public relations.

1902 Anthracite Coal Strike, May 12, 1902—October 23, 1902

This strike was dubbed “The Great Strike” by the miners.

The mine operators regarded the concessions to the miners that they made during the 1900 strike as a tactical retreat. They honored the new wage scales but refused to meet with miners' committees, declaring that they did not represent the employees.

The UMW convention of March 1901 authorized a strike if the operators did not recognize the union and negotiate a settlement of grievances.

A temporary strike order was issued by the UMW for May 12, 1902, and 147,000 miners, laborers, breaker boys, etc. were ordered out; 3,000 were still working, according to operators' estimates. Engineers, firemen and pump runners remained at work. If the union vote on Wednesday the 14th was to make the strike permanent, the engineers, firemen, and pump runners would also be called out.

An excellent summary statement about the beginning of the strike was presented in a newspaper article that was published on May 13, a copy of which is included in one of the Gritman scrapbooks. From that article we learn the following facts about the beginning of the 1902 strike:

- Temporary strike order given by the UMW to all union members, except engineers, firemen, and pump runners, on May 12
- Vote to take place on Wednesday, May 14, at Hazleton convention, whether or not to make strike permanent, in which case, engineers, firemen, and pump runners will be called out
- The firemen have promised to respond in a body, the engineers and pumpmen are not so certain.
- Following temporary strike order not one of the 357 collieries worked and not a ton of coal was mined
- The closing of the mines was accomplished without disorder. The companies placed armed Coal and Iron policemen at most of the collieries.
- There were 71 local unions in the valley, “about sixty instructed directly for a strike, six sent their men with no instructions; the others told their men to vote for a strike unless there seemed hope of concessions.”

Here is that short, but fact-filled article that was published on May 13, 1902, very probably in a Carbondale newspaper:

“WORK STOPS IN COAL REGIONS. / 125,000 GO OUT ON TEMPORARY STRIKE ORDER. / Voting of Local Unions Indicates That the Strike Will Be Made Permanent at Wednesday’s Convention—Many Railroad Men Out of Work Already. / WILKES-BARRE, Pa., May 12—About 125,000 mine workers went on strike in the anthracite region today to await the decision of their delegates to the Hazleton convention on Wednesday, when they will determine whether the strike is to become permanent. Not one of the 357 collieries worked and not a ton of coal was mined [emphasis added]. The engineers, firemen and pump runners remained at work. If the convention on Wednesday orders a strike, they will be called out. The firemen have promised to respond in a body, the engineers and pumpmen are not so certain. The closing of the mines was accomplished without disorder. The companies placed armed Coal and Iron policemen at most of the collieries. / Of the seventy-one local unions in this valley [emphasis added], about sixty instructed directly for a strike, six sent their men with no instructions; the others told their men to vote for a strike unless there seemed hope of concessions.” (clipping in Gritman scrapbook dated Tuesday, May 13, 1902)

On May 14, 1902, the UMW members, at the Hazleton convention of May 14, voted to make the strike permanent. Here is the text on a newspaper clipping, dated May 16, 1902, in one of the Gritman scrapbooks:

“A Strike Declared. / The convention of Mine Workers held at Hazleton, after prolonged deliberation, voted [811 votes cast by the delegates to the convention, and the vote on the proposition to strike stood 461 ¼ to 349 ¾; President John Mitchell admonished the miners to maintain peace at all cost, to do no act of violence, and not to allow themselves to be betrayed into any unlawful act. When the convention opened, the majority favoring the strike was small, but when the vote was taken every union man in the anthracite field quit work, showing a loyalty to the cause of unionism seldom seen.] to continue the suspension of work, thus precipitating what may prove to be one of the greatest strikes in the industrial history of the country [emphasis added].” (clipping in Gritman scrapbook dated “Scranton, Pa., May 16, 1902”)

With the strike in effect, the mines were left in charge of fire bosses, clerks, non-union men, and boys. The operators could not get men fast enough to keep the mines clear of water. The strikers, while remaining orderly, began a campaign to force the non-union men to quit work and to compel them to abandon the pumps. Water began to fill some of the mines and a few were abandoned entirely. The operators built stockades around their mines and washeries, manned them with coal and iron police, as they were permitted to do under the Pennsylvania law, and prepared for a long strike.

For the operators, nothing but unconditional surrender of the miners would end the strike. They all agreed that they would never arbitrate with President Mitchell or the UMW. The men, said

the operators, must return to work, and then lay their grievances before their employers, who would then consider their grievances.

By early fall, the anthracite supply of the United States was practically exhausted.

Profits were low in 1902 because of an over supply; therefore the owners welcomed a moderately long strike. They had huge stockpiles which grew in value daily. It was illegal for the owners to conspire to shut down production, but not so if the miners went on strike. The owners welcomed the strike, but they adamantly refused to recognize the union, because they feared the union would control the coal industry by manipulating strikes.

Petitions poured into Washington for the president Theodore Roosevelt to intervene. He did so, submitting a proposition to the miners that they return to work and that the differences between the miners and the operators be submitted to a commission to be appointed by the president.

With the strike underway, James R. Dickson, son of A. W. Dickson, volunteered to work on the engineer corps of the Hillside Coal and Iron Company at the Elmwood washery near Avoca. There, he was in charge of one of the conveyor engines about 300 feet from the breaker. It is supposed that he either slipped or fell against the conveyor chain, and was dragged into the fly wheel of one of the conveyor engines and killed. Here is the account of this accident that was published in a local newspaper on May 21, 1902:

“A SAD FATALITY. / James R. Dickson, Son of A. W. Dickson, Instantly Killed by Machinery at Avoca. / James R. Dickson was killed yesterday morning by being caught in machinery at the Elmwood washery of the Hillside Coal and Iron company near Avoca. / Nobody witnessed the accident and the exact cause is not known. It is supposed that he either slipped or fell against the conveyor chain, and was dragged into the fly wheel of one of the conveyor engines. / Mr. Dickson was employed on the engineer corps of the Hillside Coal and Iron company. / Since the miners’ strike began the washery has been working short-handed. Mr. Dickson volunteered to assist, and was placed in charge of one of the conveyor engines about 300 feet from the breaker. / It was while he was running this engine that the accident occurred. / James R. Dickson was 25 years of age and unmarried. He was the youngest son of Mr. A. W. Dickson, president of the Dickson Milling company.” (clipping in Gritman scrapbook dated “Scranton, Pa., May 21, 1902)

In July 1902, the Carbondale members of the United Mine Workers produced and posted publicly posters with the names of the 87 men who remained at work in the employ of the several companies in Carbondale and vicinity during the strike. Here is the inflammatory text at the head of those posters, one of which was posted in each quarter of Carbondale:

“To the Public The following are those who are stealing the bread from the wives and little ones of the miners during the strike. . .”

A newspaper article, dated “Scranton, Pa., July 4, 1902,” about these posters is included in one of the Gritman scrapbooks. Here is that newspaper article:

“THE MEN AT WORK. / Carbondale United Mine Workers Publish Their Names. / When Carbondalians passed through the streets yesterday morning they were confronted with posters pasted on a few telegraph poles, supposedly by the locals of the United Mine Workers, which bore the names of the men who have remained at work in the employ of the several companies in this city and vicinity. / Under the caption ‘To the Public,’ the poster says: / ‘The following are those who are stealing the bread from the wives and little ones of the miners during the strike.’ / The names of the men follow. There were 87 on the list; one has since been blotted out. The occupation of each man is given. There are foremen, docking bosses, driver and barn bosses, carpenters, sales agents, clerks, coal inspectors, in short all the occupations about a coal mine are covered. There are but four engineers on the list. / Some of the men on the list are employed as watchmen and in various capacities about the mines. / There are only a few of the circulars posted, one in each quarter of the town.” (clipping in Gritman scrapbook dated “Scranton, Pa., July 4, 1902”)

On August 4, 1902, Reverend Father H. F. O’Reilly, pastor of the Church of the Annunciation in Shenandoah, PA, delivered an anti-UMW address at the 8 o’clock mass that day. His address, “which was the talk of Shenandoah all day Sunday” and was the theme of much comment on the following day, August 5, 1902, was quoted in an article that was published in a Scranton newspaper on August 5, 1902, as follows:

“Shenandoah, Aug. 4.—At the 8 o’clock mass on Sunday morning, Rev. Father H. F. O’Reilly, pastor of the Catholic Church of the Annunciation, delivered an address on the strike which was the talk of Shenandoah all day Sunday and was the theme of much comment today. This is what he said: / ‘It is a law of God and of man that every human being has a right to earn enough to feed himself and his family. If his children cry for bread, he has the right to get that bread honestly, and no man living has a right to tell him he shall not. The man who interferes is a lawbreaker, and an enemy to public good. / I know that there are men in my congregation who want to go to work. They didn’t want to quit work, but they would go back tomorrow if they did not fear for their lives. I say this is wrong. You should have the manhood to go back to work and defy this organization known as the United Mine Workers. It is a blood-stained organization, and it will be blood-stained until it ceases to exist. It was formed to promote crime and protect criminals. / Every one was happy and contented here until Mitchell and Fahy came and organized unions. They are not respectable, and I wouldn’t give two cents for the opinion of either of them. . . . I want to urge you not to sign the petition for the withdrawal of the troops. Some misguided men are signing it. I for one say the troops are needed here. If they are taken

away, God only knows how many lives will be sacrificed. / They are not against the strikers; they are here to protect them. I have seen many strikes, my children, and I say to you, even if won, the cost is too great. You men who spend time in loafing around the saloons during a strike know only half the story. I who go into the homes of the strikers, see the other side. It's the women and children who go hungry, who live in terror of riot and bloodshed, who suffer most. You should consider them." (clipping in Gritman scrapbook dated "Scranton, August 5, 1902")

On September 30, 1902, in an extraordinary demonstration in support of the UMW strike, 64 students at the Powderly school in Carbondale "laid down their books and marched out" of the school because the sons and daughters of several of the men who continued to work in the mines during the strike attended the Powderly school.

The striking students, who declared that they refused to remain in school until the children of those fathers who did not support the strike were expelled, carried banners that bore inscriptions such as these:

The Union, the Union forever.'

'We are union scholars.'

'No school till the scab fathers quit work.'

'Hurrah for John Mitchell'

'Be True to the strikers.'

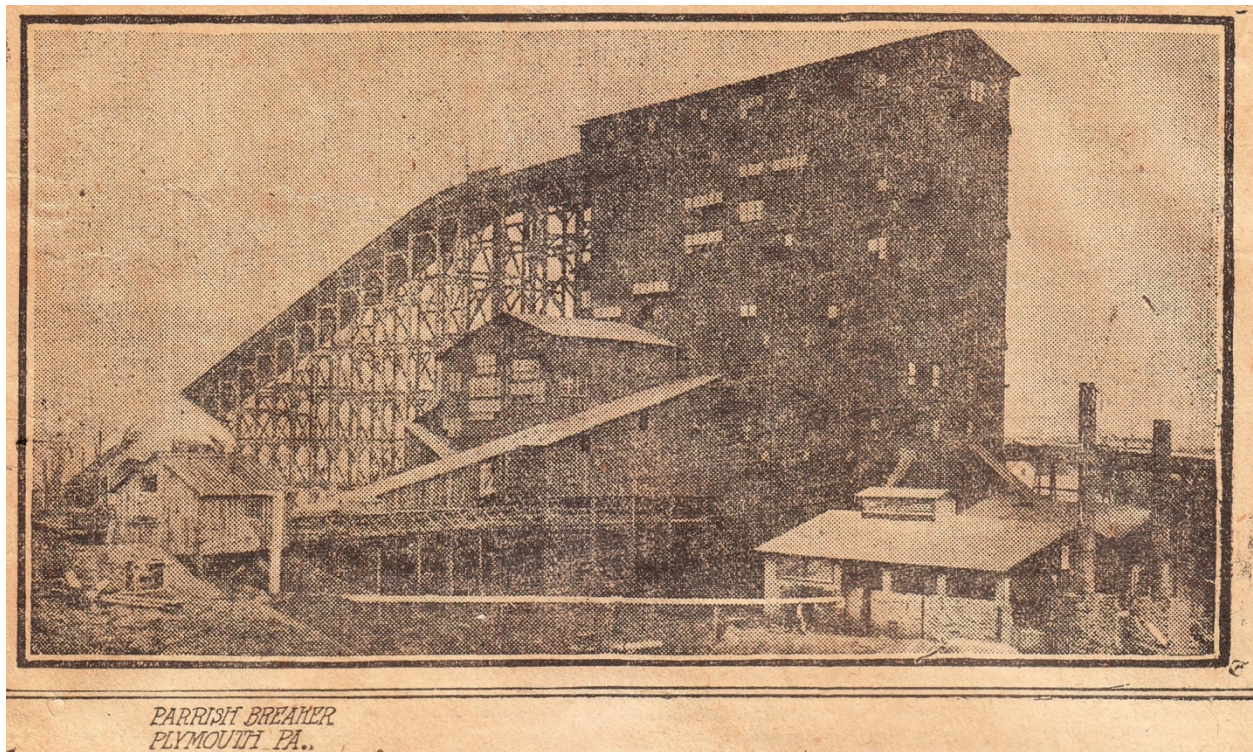
The "striking students" from the Powderly school, with banners in the fore, then formed a procession and marched to the Mayfield yard district school where an unsuccessful attempt was made to enthruse the pupils of that school to the striking point. The following article about this remarkable demonstration was published in a Carbondale newspaper on October 1, 1902:

"PUPILS LEAVE SCHOOL. / Presence of Children of Non-Union Men Objected to by Other Pupils. / The students in the Powderly school Tuesday caused considerable excitement. The sons and daughters of several of the men who are working attend this school. The other children went on strike and refused to remain in school until the other children were expelled. Feeling has existed over the fact some of the men were working and it cropped out Tuesday morning and when a signal was given 64 of the scholars laid down their books and marched out. / A number of boys and [sic; perhaps 'had'] provided themselves with banners bearing such inscriptions as the following: 'The Union, the Union forever.' 'We are union scholars.' 'No

school till the scab fathers quit work,' 'Hurrah for John Mitchell' and 'Be True to the strikers.' With these banners in the fore the strikers formed a procession and marched to the Mayfield yard district school where an unsuccessful attempt was made to entuse the pupils of that school to the striking point. / The attendance at school yesterday morning was small and the incident is the source of much uneasiness. / Some of the scholars in No. 4 school became enthused over the incident at the Powderly school and they left the school yesterday for the same reason as the others." (clipping in Gritman scrapbook dated Wednesday, October 1, 1902)

Presented in one of the Gritman scrapbooks in the holdings of the Carbondale D&H Transportation Museum are six pages of newspaper clippings about the 1902 coal strike that were gathered together and pasted into a scrapbook by Jane Ball Gritman. In order to maintain the integrity of what she assembled, we have decided to reproduce here the content of those pages exactly as it is presented in the Gritman scrapbook. These six pages constitute what may well be the most detailed account of the 1902 coal strike in existence.

History of the 1902 coal strike as presented in one of the Gritman scrapbooks in the holdings of the Carbondale D&H Transportation Museum:



Summary of the Coal Strike 1902.

Strike order issued by President Mitchell.....	May 15
Number of miners, laborers, breaker boys, &c., ordered out.....	147,000
Number working, according to operators' estimates.....	3,000
<p>Strikers demanded (1) eight hour day with same pay as for ten hour day; (2) miners to get five per cent advance in contract price; (3) miners' ton to be 2,240 pounds, with one of their representatives to check the weights; (4) minimum scale for laborers, similar to that in bituminous fields.</p>	
<p>Average pay of miners, \$3.50 a day; laborers, \$1.70; slate boys, door boys, &c., 72 cents.</p>	
Quantity of coal shipped normally each week.....	1,100,000 tons

"Demands"
of the
strikers

The central question:

“Shall miners or operators control the mines?”

COAL STRIKE'S REAL MEANING

SHALL MINERS OR OPERATORS CONTROL THE MINES?

The Strike of 1900 Was Simply a Preliminary Move Toward Deciding This Great Question—Present Contest Has Been Anticipated by Both Sides.

WILKES-BARRE, May 21.—To secure an understanding of the situation in the anthracite coal region it is necessary to grasp the fact that the fight now on is the same fight of which the strike of 1900 was only the preliminary skirmish.

For reasons that in no manner touched the question then at issue concessions were made by the coal operators which the mine workers' union, of which Mr. Mitchell is President, proclaimed as a victory and which the public in general interpreted as such. Unfortunately for the stability of industrial peace in the anthracite country, it was a victory which meant nothing. It did not even remotely touch the real point at issue. It was as well known then as it is now that the great decisive battle was yet to come, that it was only postponed, that in the future, and in the near future at that, it would have to be fought, and fought to a finish. It is that battle which is now on.

From Oct. 27, 1900, when the makeshift peace was patched up, until the day when the present strike was voted by the United Mine Workers' Convention at Hazleton,

both sides have been preparing for the struggle they knew was before them. The conference and the talks and the mediation debates in New York meant nothing. Both sides knew they meant nothing. Both sides knew they had the fight of their lives on their hands. They used the Civic Federation gatherings as arenas in which to spar for position. Then they clinched and now they are locked in a grapple which will only be loosened when one or the other is down and out.

THE REAL POINT AT ISSUE.

There is no presidential election now pending to give the United Mine Workers the whip hand. If they win this time it will be a victory of sheer strength and skill. It is the pivotal issue that now is at stake—the same issue that was at stake in 1900 and was then shoved to the background in the truce which the political crisis of that year brought about. The issue is simple and clean cut. It is simply this:

Resolved, That the mines and mining property interests of the anthracite coal regions shall pass from the control of the present operators to that of the United Mine Workers of America in the same manner and to the same extent as similar mines and properties in the bituminous regions have done.

In this debate President John Mitchell and his now compact army of something like 140,000 men have the affirmative. The negative is maintained by the owners of the mines. All the talk of increased pay, decreased working hours, different methods of weighing coal, and other specifications of demands made are beside the

The central question to be answered: who's in charge of the mines and mining, the present operators or the UMW?

In 1900 the mine owners refused to recognize the UMW.

The issue of the authority of the mine workers' union was ignored in the truce of 1900.

As a result of the 1900 strike, the UMW gained prestige among the miners, even though the owners/operators would not recognize the UMW.

mark, mere incidents clustering around this one central proposition—recognition of the authority of the mine workers' union. This was the vital issue that was ignored in the truce of 1900. It is the issue which the mine operators and the miners' union's representatives knew then and know now must be fought to a clean finish in the next struggle—the struggle that is now on.

The position of the mine operators in 1900 on this issue was as rock-ribbed as Gibraltar. Under no circumstances, they said, would they submit to the domination of Mr. Mitchell's union. Under no circumstances would they treat with that union, debate with it, confer with it, or in any word or by any act admit its right to discuss with them the management of their own property or their methods in dealing with those who accepted the terms on which they offered employment. If their own men had complaints and would come to them and present them, they would be received gladly and every effort would be made to adjust the differences. But, as for treating with people in no way connected with them or their business—never. Even in the manner in which the concessions of 1900 were granted there was a studious avoidance of anything that would suggest that the mine operators had even so much as knowledge that such an organization as the United Mine Workers of America existed. Notices were posted at the mines making the bald statement that until the first of April, 1901, wages would be increased by 10 per cent. On the first of April, 1901, similar notices were posted, which stated that the rate of wages then in operation would be continued until the first of April of 1902. Mr. Mitchell and his union were as completely ignored as though they were unknown to man.

WHAT MITCHELL GAINED IN 1900.

Yet, despite this almost contemptuous treatment of him and his organization, Mr. Mitchell claimed and claimed with reason that he had won a victory. It was a victory. Notwithstanding the ignoring of the real question at issue the United Mine Workers of America gained a prestige in this skirmish perhaps as great as though they had got all they fought for. All doubt as to the power of the union that had lingered in the minds of the miners vanished. Those who had hung back now crowded upon one another's heels to get into the organization. There were parades and meetings and ringing speeches proclaiming the victory. Mr. Mitchell rose to the front rank among the great captains of the cohorts of labor. The union fever spread all through this part of Pennsylvania as it had never spread before. Every trade and craft and group of people who did manual labor became unionized. Spasmodic strikes of a minor nature broke out all over the anthracite country. And some of them were not

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When the 1900 strike was declared, there were 8,000 members in the UMW; when the 1902 strike was declared, there were 140,000 members in the UMW.

of a minor nature, either. The Scranton street car strike was of a very serious nature, and that strike is traced by many long familiar with labor matters here directly to the agitation and unrest which grew out of the miners' victory of 1900.

→ As for the United Mine Workers Union, from an incoherent, uncertain entity it became a solid, compact body of well on toward 150,000 men. When the strike of 1900 was ordered, although all the miners of the anthracite country were drawn into it in the end, there were only about 8,000 actual members of the union in all the anthracite territory. When the fiery cross went forth from Hazleton the other day over 140,000 men rose in revolt against their employers, and every man of them was a member of the United Mine Workers' Union.

So when Mr. Mitchell claims that he won a great triumph in 1900 he does not make a vain boast. His victory meant nothing so far as the real issue at stake was concerned. It meant everything so far as concerned the organization of his forces for the great battle when that issue was to be again in contention. It was the original plan that the gage for this conflict should be thrown down on April 1, 1901. But when that date came the United Mine Workers, in the opinion of their leaders were not in proper trim for the battle. There were jealousies and bickerings of one sort and another. Better wait another year, it was said. Better accept the operators offer to continue the 10 per cent. increase until April 1, 1902. Then, if ever, they would be ready to fight. Then or never they would win.

The 1st of April, 1902, came, and with it came the crisis. How vain and futile, in view of this long premeditation and preparation, in view of the fixed resolve on both sides to fight the issue to a finish—how empty and meaningless, in view of all this, seem those conferences and closetings in New York! Nothing but a solemn farce from start to finish and played out to its inane end with both sides knowing that it was a solemn farce.

→ The mine operators have planted their feet on the proposition that they would never permit their property interests to be dominated as the United Mine Workers of America dominate the bituminous regions they have conquered—that they would never submit to this until they were beaten to their very knees. The United Mine Workers of America were equally stubbornly bent on the propositions that the anthracite regions would come under their control as certain of the bituminous regions had done, and that they would fight as for their very lives to attain that end. Talk of compromise, talk of arbitration in the face of such a hopeless division as that was the sheerest nonsense. Nothing short of a miracle could prevent the crash and the miracle did not come.

← The original plan of the miners was to start the strike that began on April 1, 1902 on April 1, 1901.

→ “The mine operators have planted their feet on the proposition that they would never permit their property interests to be dominated as the United Mine Workers of America dominate the bituminous regions they have conquered—that they would never submit to this until they were beaten to their very knees.”

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BOTH SIDES EXPECTED FIGHT.

It is not within the scope of this despatch to discuss the merits of the issue at stake. It is not the intention to present the arguments which the mine operators regard as prohibiting them from even considering the question of submitting to United Mine Workers control to the extent that bituminous operators have done. Neither is it the intention to present the arguments which convince the United Mine Workers that it is their duty to take charge of the anthracite coal business, as they have taken charge of the bituminous coal business. All that is attempted here is to make as clear as possible just what the real issue is in this conflict and how hopelessly far asunder, to all appearances, are the parties to the contention.

And if this diagnosis of the situation is correct what else is there or can there be to anticipate save one of the longest, bitterest struggles ever known in the history of labor troubles in America? The Mine Workers Union is fighting for its very existence. Defeat absolute and unqualified in this battle would mean its extermination as a factor in anthracite labor matters for years to come if not forever. On the other hand it has been, and their every move indicates that it still is, a matter of solemn conviction on the part of the coal operators that to submit to the domination of the Mine Workers Union would leave so little of independence in their business life that it would hardly be worth living.

NO BLUSTER IN THIS STRUGGLE.

Like all really great monuments this struggle has been begun with a grave quiet on both sides, with an absence of bluster and boasting which in itself is significant and ominous. There is not a semblance on either side of affectation to treat the

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The union had the support of roughly eighty percent of the workers in this area, or more than 100,000 strikers. Some 30,000 left the region, many headed for Midwestern bituminous mines; 10,000 returned to Europe.

matter lightly. There are no boastful claims of a speedy victory. At a given signal there was the marvellous spectacle of nearly 150,000 men quietly laying down their tools and in an hour paralyzing one of the greatest industries of the world. On the other hand there was the equally impressive spectacle of the capital which is the life blood of that industry quietly withdrawing within itself to wait the issue. Not a move has been made on the part of operators or miners, but has been indicative of expectation of a struggle prolonged beyond all precedent. Such miners as are footloose are leaving the country by the thousands—some going to their homes in Europe; some going to seek engagement elsewhere in this country until the battle is fought out. Those who have families, or who for other causes remain, have settled sullenly down to watch and wait, and unhappily, many of them to suffer sorely before the end comes.

The conduct of the men, save in one or two instances, thus far has been above reproach. They control the situation. The Mine Workers' Union, a vast labor trust, has a monopoly that absolutely dominates the entire mining labor market. When it says it will not work there is no work done. But suppose other people with work to sell come here and the operators offer them prices for their labor which they accept? Will the United Mine Workers' Trust crush them out by underbidding them after the manner of other octopi, about whose doings there is so much complaint? Or will there be “mergers,” swallowings up of the little fish by the big ones? Or will the competition be removed by the primitive methods of shotgun, torch and bludgeon? And then will the law come in with bayonets and bullets, as the law is bound to do when attempt is made to set up government by mob violence?

COMMUNITY NOT TAKING SIDES.

As long as the United Mine Workers hold the situation as they do now by sheer control of all the labor there is no one here who complains, however much he may regret the fact. It is too much to say that the community is in sympathy with the strike, for that is not true. But the community is content to remain neutral and to let the best man win, so long, of course, as he fights fair and under the rules laid down by the laws of the land, made and provided. The strikers up to the present, in the opinion here, are well within their rights and within the law. And thus far within their rights and within the law they have brought the mining business to a standstill. The operators, too, are within the same boundaries.

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“They [the mine operators] are simply taking their mules out of the mines, sending them away to pastures farther off than they ever before were known to send them in times of labor trouble. . .”

Thus far they have given no sign of an intention—still keeping within their legal rights, and thus entitling them to the law's protection—of buying labor not controlled by the Mine Workers' trust. When they do this there will be music, perhaps. But there are no signs yet of their doing it. They are simply taking their mules out of the mines, sending them away to pastures farther off than they ever before were known to send them in times of labor trouble and to make other preparations which point to anticipation of a long period of suspension of all attempts to work.

The pinch and the harsh features of the strike are still remote by several weeks. It is all May-day idleness now and basking in the delightful spring warmth and sunlight. But that dark and bitter days are ahead is the fear that lies latent behind many faces now outwardly cheerful. And as usual it is the innocent ones who are to suffer most—the women and the helpless children.

TO CALL OUT PUMPMEN.

Miners Say They Must Have an Eight-Hour Day or Quit on June 2.

WILKES-BARRE, Pa., May 21.—As a result of the conference to-day it has been decided by the Mine Workers' Union to call out the firemen, engineers and pumpmen, who are engaged in keeping the idle mines from filling up with water, unless by June 2 the operators grant them an eight-hour day with ten hours pay. This demand, the representatives of the operators here say, will not be granted and that means in all probability that a week from Monday will see the beginning of violence.

The mine owners will not permit their mines to fill with water and if union men will not work to keep the water out non-union employees will be put in their places. That the strikers will permit this to be done without an effort, even to the extent of mob violence to prevent it, is not believed.

On Wednesday, May 21, the UMW decided to call out the firemen, engineers, and pumpmen who are engaged in keeping the idle mines from filling up with water, unless by June 2 the operators grant them an eight-hour day with ten hours pay. In all probability, June 2 will see the beginning of violence.

June 2, 1902, the strike began.

“An Appeal to
Common Sense An
Individual Coal
Operator Reasons With
the Striking Mine
Workers”

AN APPEAL TO COMMON SENSE*

An Individual Coal Operator Reasons With the Striking Mine Workers.

TO THE EDITOR OF THE SUN—*Sir*: Whether of use or useless, nevertheless, I, an individual coal operator, am constrained to address a few lines to the mine workers. And these lines will be to give some good reasons why the operators have refused from first to last to deal with John Mitchell and his union. First of all, you miners well know that the different conditions at the different mines made it impossible to grant the union's demand for a uniform rate or increase of wages for all the mines. Next, you miners well know that the miner who mines coal at a fixed price per car containing a specific number of cubic feet makes more money, in nearly every case, than does the miner who mines it at so much per ton, and that that demand, that all coal mined be paid for by the ton, was only made to catch the sympathy of the public. And as to the complaint about dockage, you miners all know that if, after cutting your coal, you would but remain in the mines to see your laborer properly clean it as he loads it into the car, that a docking boss would not be needed, and that this complaint is therefore chargeable solely to yourselves.

Before the strike was ordered the one thing most for you and your leaders to consider should have been that old but very true adage that “You can always catch more flies with molasses than you can with vinegar.” The strike itself was considered causeless and produced a very ugly wound, and when John Mitchell and his satellites were idiotic enough to pour raw vinegar therein by the issuance of that infamous ukase ordering out the engineers, firemen and pumpmen, which meant to flood, blow up and destroy every mine in the anthracite region, they thereby at once blasted their every chance and hope of ever getting the operators to have any dealings whatever with them or their union. Let me say, in passing, that this order to flood, blow up and destroy the mines was looked upon as no worse than would it be to put the torch to and burn down the breakers, and forced upon the operators the belief that John Mitchell and his cohorts would just as soon order the latter as the former but for the law that to order the torch would send them to the penitentiary.

This is an article in favor of the position of the mine operators and against the Mitchell and UMW position.

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"Is it any wonder that the operators have refused to deal with Mitchell and such a union as he conducts? No sane man should expect it."

→ Is it any wonder that the operators have refused to deal with Mitchell and such a union as he conducts? No sane man should expect it. And as if this were not enough, they add the bludgeon, the shotgun, riot, murder and general destruction, and all without one word of condemnation from John Mitchell or any of his leaders, and yet they and you ask the operators "to kiss the hand that thus smites them." Preposterous! And the sooner you mine workers yourselves realize it the better it will be for you.

"The miners are willing to have arbitration, but they are not willing to have compulsory arbitration."

Yet with this state of affairs upon us some of our newspapers cry "Grant concessions!" "Arbitrate!" "Mine coal!" A very large proportion would, I know, gladly mine coal but for fear of their lives and destruction of their homes. As to "impartial" arbitration, so much exploited to catch the public, John Mitchell was never honest in asking it, as I shall prove out of his own mouth. In his speech before the Allied Labor Societies in Philadelphia on Sept. 12, he said: "Gov. Stone is contemplating an extra session of the Legislature for the purpose of having enacted a compulsory arbitration law. The miners are willing to have arbitration but they are not willing to have compulsory arbitration."

"... John Mitchell has now said he don't want it [arbitration] if it is to be compulsory and binding upon him and his union. . ."

This is "impartial" arbitration with a vengeance. Very willing is he to bind the coal companies, but, oh, no, don't make it compulsory to bind the union or the miners.

And those newspapers that have been so vociferously calling upon the operators to arbitrate, why don't they now ring this daily before the public, that John Mitchell has now said he don't want it if it is to be compulsory and binding upon him and his union?

"... after all John Mitchell and his union have done to destroy their [the operators'] property you ask the operators to grant him favors. . ."

Now, a little more to the mine worker and the public in general. Supposing I and my friends should come around to-day with the torch and burn or try to burn down your homes and destroy all your possessions, and then should come to-morrow and ask a favor of you? In all honesty I ask you what you would do and say? Would you not kick us out of your presence? If not, you are not human, and yet after all John Mitchell and his union have done to destroy their property you ask the operators to grant him favors. You ought to know better, and the sooner you realize it and return to work the better off you will be. Your leaders are at the end of their string and their cause is lost and they know it.

"Let me cite to you just a few instances in which John Mitchell and his side lights have fooled you. . ."

Let me cite to you just a few of the instances in which John Mitchell and his side lights have fooled you. First, John Mitchell's seductive voice and false promises made you strike. Since that you have been told the Civic Federation would help you out. Then it was Mark Hanna. Then the damnable order to flood the mines would surely bring the operators to time. Then a miners' national convention was called to proclaim a national strike. That failed. The big fund of money that was to come from the soft coal miners likewise failed, at least in so far as much of it reaching you poor mine workers. Then you were told the clergy would settle it. Then Quay, Penrose and Platt were all-powerful, but you were fooled again. Next our great big Governor runs down to New York and he can surely bring Mr. Morgan to time. But Mr. Morgan doesn't own all the coal properties in the country and is not unjust enough to dictate anything that would result in irreparable injury to others. Then you were told the President of the United States would settle it. Fooled again. Next the taffy was spooned out to you that the Governor (oh, no, not the Governor, but Quay) would convene the Legislature and pass at compulsory arbitration law (which Mitchell now says he doesn't want) and other stringent laws to compel the operators to settle. Bosh! Where is the Constitutional warrant for any law compelling them to hire you to work if they don't want to? Oh, your leaders say, we will amend the Constitution to warrant such compulsory laws. Possibly they had better take a "squint" at the Constitution of the United States and see if that would not have to be first amended also. There are several things in that good old instrument that the States are prohibited from doing, among which are the very laws your leaders are fooling you about.

But suppose you could amend our State Constitution to cover the case, where would you mine workers "be at" when it is done? First, two Legislatures must authorize the amendments before they can be voted upon. This will take two and a half years at least. Nor is this all. Our State Constitution provides that "no amendment or amendments shall be submitted oftener than once in five years," and as two amendments are to be voted upon this coming November, therefore no further amendment can be submitted until five years from next November. Meantime, where would the mine workers be who are now on strike? Echo answers "Where?" and you are fooled again. Well, what more? In the breach now step the fools with the proposition that the State confiscate all the mine property, and your mine leaders try to fool you with the belief that that will frighten the operators into terms and concessions. As if such rot would frighten anybody, and especially such a great lawyer as is George F. Baer.

All these and scores of other propositions I might mention you have been fooled with, and all with the same answer, "No surrender, no concessions," except that you can belong to a union or not as you please, that neither union or non-union men will be discriminated against, and that all grievances complained of at any mine will be fully inquired into and rectified with the employees at that mine.

May I here hint the great propriety of the miners returning on the old system while they can, instead of waiting until the new plan of but one miner to eight or ten chambers is put in operation, when not to exceed one miner in eight will ever again find a place in the mines except as a laborer?

“Miners and mine workers, you have paid more money into John Mitchell’s union in initiation fees and dues than all the concessions of 1900 ever amounted to to [sic] you.”

End of observations by “An Individual Operator. Scranton, Pa., Sept. 18.”

Strike began May 12, 1902, when the miners inaugurated the strike that called out 147,000 men, each side held out to win until brought together through the efforts of J. P. Morgan.

Miners and mine workers, you have paid more money into John Mitchell's union in initiation fees and dues than all the concessions of 1900 ever amounted to to you. Miners and mine workers, through petty strikes and loss of time through John Mitchell's union figure up what a vast sum you have lost in wages since 1900. Miners and mine workers, to please John Mitchell and his union leaders and to help them build houses, to ride in carriages and feed on the fat of the land while you, your wives and children starve each and every one of you has now lost hundreds upon hundreds of dollars; and what have you got or what will you ever get for it? Nothing, absolutely nothing, except debts piled up, mortgaged homes, your bank accounts and savings gone, an empty dinner pail and a starving family. When steady work and good wages were never better are you now quite ashamed of yourselves? Are you not about tired of being so fooled?

AN INDIVIDUAL OPERATOR.
SCRANTON, Pa., Sept. 18.

HISTORY OF THE GREAT STRIKE

Washington, Oct. 16.—The coal strike now ending has probably been the most remarkable in the history of the United States. Since May 12, when the miners inaugurated the strike that called out 147,000 men, each side has held out to win until brought together through the efforts of J. P. Morgan. The miners had been discontented for a long time before the strike was declared. They demanded an eight-hour days, sixty cents a ton for coal mined, and the recognition of the union. There were a series of preliminary conferences at which the Civic Federation attempted to bring the miners and operators to terms, but their efforts were futile. On May 8 the operators issued a state-

HISTORY
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May 9: temporary strike ordered

May 12: not a miner, helper or boy went to work

May 14: Shamokin Convention met and on May 15 a general strike was ordered.

May 20: mine owners met in New York City and decided to fight to a finish

July 30: riot at Carbon county

September 10: America was experiencing a coal famine

October 3: coal operators met with President Mitchell at the temporary White House in Washington on invitation of President Roosevelt

ment formally declining to accede to the miners' demand. J. P. Morgan, then in Europe, declined to intervene. May 9 a temporary strike was ordered and on May 12 not a miner, helper or boy went to work. Hanna's efforts for a sixty-day armistice to get out the winter's coal failed. On May 14 the Shamokin convention met and the next day a general strike was ordered. Five days later the mine owners met in New York and decided to fight to a finish.

The firemen remained in the mines until June 2, when they, too, were ordered out. At the end of the four weeks the financial loss, according to the best estimates available, had reached \$22,500,000. President Roosevelt called Commissioner Wright for consultation.

On June 18 the Indianapolis convention was held, and it was decided not to call a general strike of all classes of the mine workers. On June 22 Mr. Mitchell, in reply to a statement by the operators, denied all their assertions and offered to submit his cause to arbitration. The operators replied by saying they had no guarantee that the result of the arbitration would be carried out by the miners and declined to recognize Mitchell or the union. Through July the strike dragged. Then violence appeared in spots. On July 30 Carbon county had a serious riot at Shenandoah and Joseph Beddall, a guard, was killed. General Gobin and a brigade of Pennsylvania State troops were ordered to the scene. President Mitchell was appealed to to stop violence and he in turn appealed to the mine workers, condemning it, and telling them that nothing was to be gained thereby.

Mr. Morgan came back from Europe, but declined to interfere. August 28 the operators declared fourteen mines were working.

September 10 the country was experiencing a coal famine.

More troops were ordered into the Wyoming and Panther Creek Valleys and General Gobin issued his "shoot to kill" order. Senator Platt in September predicted an end of the strike within two weeks, and political conferences began between Platt and Governor Stone. The operators declined to settle. Coal was sold as high as \$25 a ton in New York.

October 3 the coal operators met President Mitchell at the temporary White House in Washington on invitation of President Roosevelt. Mitchell offered to send the men back to work pending arbitration. The operators refused and denounced Mitchell. They demanded protection and said they would open the mines.

Roosevelt wanted to intervene, but he was told by his Attorney General, Philander Knox, that he had no authority to do so. Mark Hanna and many others in the Republican Party were likewise concerned about the political implications if the strike dragged on.

As Roosevelt told Hanna, "A coal famine in the winter is an ugly thing and I fear we shall see terrible suffering and grave disaster."

Roosevelt therefore convened a conference of representatives of government, labor, and management on October 3, 1902. The union considered the mere holding of a meeting to be tantamount to union recognition and took a conciliatory tone. The owners told Roosevelt that strikers had killed over 20 men and that he should use the power of government "to protect the man who wants to work, and his wife and children when at work." With proper protection they would produce enough coal to end the fuel shortage; they refused to enter into any negotiations with the union. The governor sent in the National Guard, who protected the mines and the minority of men still working. Roosevelt attempted to persuade the union to end the strike with a promise that he would create a commission to study the causes of the strike and propose a solution, which Roosevelt promised to support with all of the authority of his office. Mitchell refused and his membership endorsed his decision by a nearly unanimous vote.

October 6, 1902:
Governor Stone
ordered out the
entire National
Guard of
Pennsylvania..."

As a result of the demand Governor Stone ordered out the entire National Guard of Pennsylvania on October 6.

President Roosevelt then made a proposition to Mitchell to send the men back to work and trust him to end the strike. This was rejected October 9.

On October 10, Mitchell arrived in New York and held a conference with Senators Platt, Quay and Penrose and Governor Odell. Next day the Senator and Odell met the operators, but the latter declined what they termed "political interference." October 11, Secretary of War Root met J. P. Morgan. On October 13 Morgan met the operators. The same night he went to Washington and presented the operators' agreement to arbitrate. On October 15, Mitchell met the President and accepted the plan after some modification had been made.

At 10:30 a. m. President Roosevelt announced the appointment of six arbitrators instead of five, as the operators had suggested. The appointments were approved last night by Perkins and Bacon, Morgan's partners, and by Mitchell today.

The total cost of the anthracite miners' strike to date is estimated at about \$135,000,000. \$28,000,000 of which was in strikers' wages.

The damage to the mines through idleness and flooding has been \$6,500,000. There have been twenty fatalities in the region since it began. It is estimated that one week after the mines start six hundred thousand tons of coal will be put out of the mines, and 150,000,000 tons from the washeries, and that fifty per cent. of the collieries will be at work. At the third week 1,000,000 tons a week will be mined. The normal output is 1,300,000 tons a week.

"There have been twenty fatalities in the region since it [the 1902 strike] began."

"It is estimated that one week after the mines start six hundred thousand tons of coal will be put out of the mines, and 150,000,000 tons from the washeries, and that fifty percent of the collieries will be at work."

**“BLACK
RECORD OF
THE
MINERS
‘PEACEFUL
PROTEST’.”**

MOB VIOLENCE IN THE STRIKE.

BLACK RECORD OF THE MINERS “PEACEFUL PROTEST.”

Below is given a partial summary—little more, indeed, than the barest outline—of the black record of brutal beatings, savage rioting, arson and cowardly murder which has marked the trail of the strikers in the anthracite coal region during the three months and a half since the strike began. To give even a catalogue of all the crimes committed would require several pages of *THE SUN*, even were all of them known, as probably they never will be. There was hardly a day from the first week when the strike was inaugurated down to the present month of September that has been free from acts of violence and intimidations which the public never knew.

It is the cowardly deeds of persecution of innocent women and children by the boycott and by every sort of torment that ingenuity could contrive—these are the villainies which were most readily concealed, but which inflicted more wanton cruelty than did the open and flagrant outrages. One woman's cry of distress—one woman out of many thousands, doubtless—got to the public through her pitiable appeal to the General for protection from her persecutors, an appeal, by the way, which met with an instant response. That letter was printed in *THE SUN* at the time, but as it is typical of a class of outrages which has been constant and uninterrupted in the coal region from the beginning of the strike to the present day, it is here reproduced and made a part of this record. It reads as follows:

I take this opportunity of writing you these few lines to let you know my life stands in danger and also the life of my husband. We stand in as much danger as any one can. The Polanders threaten to blow up my house with dynamite and they are firing shots around my house every night. I am afraid of my life to lay down and sleep. I call on you for life protection.

My bedroom windows were battered in with stones. My baby was in bed and it was 2 o'clock in the night and she was within an inch of her life of being killed. One of the stones laid on the pillow at the side of her head. My child is sick and I am near being confined.

They are doing all sorts of planning and plotting in the night time. They are up and down the street all hours of the night. Not only that, they hung black and white crepe on my door. When I got up in the morning I saw it there.

This article from *The Sun* contains details about the violent nature of the miners' protest that are not recorded elsewhere, to the best of our knowledge.

**“VIOLENCE
FROM THE
OUTSET” on the
part of the strikers.**

See this page and the following six pages for a chronological account of the wholly reprehensible mob behavior of the strikers in the three and a half months following the beginning of the strike.

Sir, please give me some kind of an answer for I am afraid of my life. The reason the friends of Polanders are down on us so much is because my husband started to work. He had to, for we had no means of living. We buried a little girl in March and we had not

her funeral expenses paid when the strike came. Last night when I was going out in our yard a shot was fired at me by a Polanders.

This is simply an instance of the kind of things which have been going on all over the coal regions during the more than three months during which what Mr. Mitchell calls “a peaceful protest” has been in operation—this and the hounding of men and women and even children from employment because some distant relative had failed to join the ranks of the peaceful protestors, together with the dark record of crime which follows:

→ VIOLENCE FROM THE OUTSET. ←

May 20—At the washery of the Olyphant colliery a mob of 600 or 700 strikers attacked the men at work and drove them from the company's property. There was no resistance, and hence no bloodshed.

May 21—A mob of strikers, estimated at more than 800, made an attack on the men employed at the Butler washery of the Erie company near Pittston. More than 100 revolver shots were fired. Five of the workmen were set upon later and pelted with stones. They drew their revolvers in self-defence and maintained a running fight for more than a mile, when they took refuge in a house. Several of them were severely injured. In consequence of this and other outrages the Erie Railroad shut three washeries in the Pittston district, which had been running since the strike begun.

June 1—A mob of 1,000 strikers gathered in front of the hotel in Hazleton, where several Coal and Iron policemen and a number of men who had come to go to work were staying. Five of these men accompanied by deputies boarded a car to go to Drifton. Two deputies were dragged from the car, but escaped to the hotel. The entire police force of the town was massed about the car, but was overwhelmed by the mob. The

The strike produced threats of violence between the strikers on one side and strikebreakers, the Pennsylvania National Guard, local police and hired detective agencies on the other.

motorman saved his passengers by starting up the car and running swiftly away.

June 2—At Scranton all the other guests left a workingmen's hotel because men who were to work the same mine property were staying there. The landlord turned the workmen out into the streets and the officers of a coal company had to take them into their own houses.

June 3—The Stanton shaft of the Lehigh and Wilkes-Barre company, within the city limits of Wilkes-Barre, was attacked by a mob of many hundreds, the stockade fence was set on fire and part of it burned. An adjacent building was also fired.

June 4—Strikers went to the house of Valentine Stark, a Lehigh and Wilkes-Barre Coal Company engineer, and, in his absence, threatened to blow up the house and the entire family unless Stark quit work. His wife was in delicate health and was driven to the verge of nervous prostration. Stark had to quit work to save her from death or insanity.

June 4—John Thomas was dragged from a car, near Wilkes-Barre, and thrown into a creek. He was on his way to work at the Prospect colliery pumps.

BOY SHOT IN A NIGHT RIOT.

June 5—The third of a series of night attacks on the Stanton colliery in Wilkes-Barre culminated in the shooting of a boy by one of the Coal and Iron policemen who was defending the property from a mob of 1,000 strikers who had sheltered themselves behind a screen of women and children. A large portion of the stockade fence was burned as well as a trestle connected with the works. Four of the Coal and Iron policemen were arrested. The boy was not seriously hurt.

June 5—Seventy-five non-union workmen were besieged in a coal company's store at Yorktown by a mob and had to remain there all night until relieved by the Sheriff of Carbon county and his deputies.

June 6—At 7 o'clock in the evening six firemen reported for work at the pumps of one of the Susquehanna Coal Company's collieries at Nanticoke. A mob gathered and two of the non-union men were frightened into quitting. The wives and children of the other four were at the colliery gates begging the men to quit, as they feared for their lives and their homes. The men ultimately yielded and the pumping works were shut down.

June 6—A mob at the Pine Ridge mine in Hudson chased a Coal and Iron policeman until he took refuge in a house, which was surrounded. At the muzzle of a revolver the policeman was disarmed.

June 6—In Shamokin a call was made upon the Sheriff to protect non-union men from assault while they were trying to keep the mine free from water.

June 7—At Nanticoke Daniel Sweeny, a Coal and Iron policeman, while walking peaceably along the street was struck in the back of the head by a half brick thrown by a striker. He was for a long time in the hospital. At the same time John Fredericks, an engineer who had remained at work, was set upon and horribly kicked and beaten.

ARSON ADDED TO ASSAULT.

June 7—The house of a woman in Plymouth, whose husband, Jacob Musal, was at work trying to keep down a fire in the Jersey mine was burned to the ground while she was out trying to beg bread for herself and two little children. The children were shut up in the house and barely escaped. The woman was boycotted and could get no food. Strikers tried to prevent the firemen from working to save the house when it was in flames.

June 8—At Drifton mobs drove from the works not only the engineers and pumpmen, but the clerks and accountants.

June 8—Because his brother continued to work for the Delaware and Hudson company, a crippled school teacher was notified by the School Committee of a town near Wilkes-Barre that he must resign unless his brother joined the strikers. On the same day a committee of strikers waited on the School Board of the Village of Plains, near Wilkes-Barre, and demanded the discharge of a young woman teacher whose uncle persisted in working. The committee also demanded the discharge of all teachers who had relatives, no matter how remote, who still continued at work.

June 9—The police of Wilkes-Barre, Scranton, Hazleton and other towns took down several wagon loads of effigies which had been hung in front of non-union men's doors. They also destroyed a number of mock graves made in the street in front of non-union men's houses.

June 10—A crowd of strikers armed with powerful india-rubber slings attacked the William A. mine of the Lehigh Valley Coal

Company. A Coal and Iron policeman was severely wounded in the face by a buckshot. He drew his revolver and fired several shots over the heads of the rioters who continued their attack.

June 11—A deputy named William Scott, employed at the Connell colliery in Lackawanna, was stoned, receiving three bad cuts in the head. Dr. Burlington, who was summoned to attend him, was held up by a mob and forced to return without seeing his patient.

June 12—Thomas J. Thomas, a division superintendent of the Lehigh Coal Company, together with clerks of the company were on their way home on a special locomotive when several volleys of rifle and revolver shots were fired at them by strikers. The men in the engine saved themselves by lying flat on the floor of the cab and tender.

EFFORT TO LYNCH A NON-UNION MAN.

June 12—An attempt was made to lynch a non-union man named Michael Gallagher near Scranton. A rope was put around his neck; he was dragged for some distance to a tree, and was about to be strung up when a patrol wagon full of policemen saved him.

June 14—The house of Samuel Applegate of West Hazleton, whose three sons refused to join the strikers, was blown up by dynamite at night.

June 14—The house of Louis Lorenz, a mine superintendent, was attacked early in the morning by a mob which poured volleys of rifle and revolver shots into it from all sides.

June 15—Charles Robinson, a Coal and Iron policeman employed at No. 2 colliery of the Delaware and Hudson Company at Olyphant, was fatally shot while on duty at night.

June 18—A mob broke into the grounds of the Susquehanna Coal Company at Nanticoke, firing at the guards.

June 27—A mob attacked Tudor Roberts and Reese Griffiths, fire bosses at the Stanton colliery, near Wilkes-Barre, and beat them savagely. They were rescued by the police.

June 28—A dynamite bomb was thrown into the William A. colliery works, at Duryea, wrecking a portion of the stockade, but injuring no one.

June 28—The guards of the Simpson and Watkins colliery, Watkins Glen, were fired on by a mob late at night.

THE OUTBREAK IN PANTHER CREEK.

June 30—Mobs of strikers took possession of the Panther Creek Valley from Tamaqua to Nesquehoning, assaulting all non-union men they met, dragging workmen from trolley cars and endeavoring to run them out of the country. Thomas Harris, after being chased by a howling mob, took refuge in a house, from which he was subsequently rescued by the police.

July 1—As the climax of a series of night attacks and dynamite bomb throwings at the William A. colliery, a volley of rifle bullets was fired through the stockade fence and the company's office at night. The deputies responded and the next day the body of an Italian striker was found in the road opposite the stockade.

July 2—A mob of 300 strikers chased a deputy near the William A. colliery, firing at him with revolvers and rifles.

July 2—A state of continuous rioting existing in the Hazleton district, the representatives of the coal operators notified the Justices and other officials of the borough that they must protect men who want to work or they would be held responsible.

July 9—Masked men to the number of 200 intercepted a group of men who had abandoned the strike, and with revolvers forced them to return from Pyne Valley to Pottsville.

A REQUEST FOR TROOPS.

July 10—Sheriff Gombert of Carbon county appealed to Gov. Stone for troops to suppress the continuous rioting and assaults upon non-union men in Panther Creek Valley.

July 11—Newton Widely, an aged employee of the Lehigh Coal and Navigation Company, was captured by a mob of strikers near Lansford when he was returning home from work. When the old man refused to stop work he was thrown to the ground and his shoes and stockings and part of his clothing torn from him. In this half-naked condition the strikers started to march him out of the region. A force of fifty deputies intercepted the rioters and rescued their prisoner, who, owing to his age, was in a precarious condition.

July 12—Drummond Klinger, a non-union man employed at the Bevoxsides colliery, died at his home in Valley View as a result of a severe beating by a band of masked strikers.

July 26—William Eagle, a Lehigh Coal and Navigation Company brakeman, was captured by a mob of fifty strikers, who started to march him out of the Panther Creek country to Mauch Chunk. A force of deputies armed with rifles forced the marchers to return to Lansford as prisoners, where they were rescued and set at liberty by a mob of strikers assembled there.

July 27—The town of Lansford was the scene of a reign of terror, mobs of strikers ranging at will over the country, assaulting non-union men wherever they met them and defying the authorities.

NIGHT ATTACK ON WORKERS' HOUSES.

July 27—Night attacks were made upon the houses of three non-union men at Nanticoke. Windows and doors were smashed. Women and children were the sole occupants of the houses, the men being away at work.

July 28—A mob of strikers attacked the West Shenandoah colliery, rushing in on the men at work there and firing at them. Daniel Laudemann, mine superintendent, was badly wounded.

July 28—A mob of strikers, 400 strong, attacked the Wahnecke washery, at Duryea, and were driven off by deputies.

July 28—A mob of strikers attacked the buildings of the Cambridge Coal Company, in the Pottsville district, badly wrecking them.

July 29—A Coal and Iron policeman near Shenandoah was chased by a mob of strikers for a quarter of a mile. Many pistol shots were fired at him.

July 29—Mrs. Heigle, wife of a non-union man near Lansford, came to the rescue of her husband, who was being brutally beaten and was herself thrown to the ground and kicked and pounded.

July 29—Men going to work at the Gilberton colliery, near Shenandoah, were set upon and beaten, while armed mobs of strikers paraded the highways, so terrifying other non-union men that they dared not report for work.

July 29—Rioting was resumed about the Wahnke colliery at Durvea. It was necessary to call upon the Sheriff for a force of deputies.

MOB SET UPON SHERIFF—TROOPS CALLED OUT.

July 30—A bloody riot occurred at Shenandoah when a mob of nearly a thousand strikers set upon Deputy Sheriff Beddall, who was escorting three machinists, in no way connected with the strike, to the Reading Railway station. There was a pitched battle at the station and the deputy and the three machinists were brutally beaten. The station was riddled with bullets. Joseph Beddall, a business man of Shenandoah and brother of the deputy sheriff, was beaten to death in the streets. After the deputy and the machinists escaped on a special engine there was a pitched battle between the strikers and the police, in which several policemen and strikers received serious pistol shot wounds. This led to the calling out of the troops.

July 31—A Coal and Iron policeman was waylaid and shot down from ambush while walking along the highway near Ashland.

July 31—Anthony Lucas, Thomas Doyle and Morris Hankins, non-union men, were attacked and badly beaten by a mob of 400 strikers near New Philadelphia.

Aug. 1—The Bellevue washery of the Lackawanna Coal Company, near Scranton, was totally destroyed by an incendiary fire, involving a loss of \$25,000.

Aug. 2—Volleya of stones were thrown during the night at the sentries about the camp of the Eighth Regiment at Shenandoah.

Aug. 5—Joseph Capelle, a watchman employed at a colliery near Girardville, was shot down from ambush while on his way home and fatally wounded.

MURDER OF A WATCHMAN.

Aug. 5—As the culmination of a series of assaults upon the men at work in the Bliss and Auchincloss collieries near Nanticoke, Daniel J. Sweeny, a watchman working at the Bliss colliery, was attacked in the streets of Nanticoke by a mob of strikers. He took refuge in a house and remained there two hours. While endeavoring to reach his home he was waylaid in a suburb and murdered.

Aug. 5—Max Goldberg, an employee of the Primrose colliery was attacked by a mob of strikers in the main street of Mahanoy City and chased until he took refuge in a house, whose proprietor held the mob at bay with a gun until Goldberg escaped by a back way. The mob broke into the house and ransacked it in search of him.

Aug. 5—A mob of strikers broke into the barn of A. J. Breisch, a grocer of Mahanoy City, who had continued to sell to non-union men. The mob smashed Breisch's new delivery wagon and everything else in sight.

Aug. 6—Another night attack on the sentries of the Eighth Regiment camp at Shenandoah was made by strikers, who threw a volley of stones and ran away.

Aug. 11—Three systematic attacks were made by armed strikers upon the pump house connected with a washery at Throup, near Scranton. More than a hundred shots were exchanged with the deputies. One striker was reported shot.

Aug. 14—A mob of more than 1,200 strikers attacked the Wahnke washery at Duryea and a pitched battle with the guards followed. Four men were hurt, one seriously. One striker was shot in the leg. An innocent spectator was pursued by the mob, caught and so brutally beaten that he was taken to the hospital in what was thought to be a critical condition.

STRIKE LEADER SHOT DEAD.

Aug. 18—Patrick Sharp, a strike leader, in company with a number of other strikers, met two Coal and Iron policemen in the streets of Lansford and assailed them with vile language, attempting finally to tear off the shield of one of the policemen. Sharp was shot dead by the policeman whom he had assaulted.

Aug. 19—Michael Connelly and Forrest Crossman, employed at the Edgerton colliery of the Temple Iron Company near Mayfield, Lackawanna county, were shot down from ambush. Both were seriously wounded.

Aug. 19—At 2 o'clock in the morning the house of John Wachs, a non-union man living near Pittston, was blown up with dynamite. In the house at the time were Wachs, his wife and five children. The house was badly wrecked, but the lives of the family probably were saved by the failure of one of the sticks of dynamite to explode.

Aug. 25—A mob of a thousand strikers assembled at night to head off men who were going to work at a Lehigh Valley Coal Company's colliery near Hazleton. A non-union man named Curnow was beaten with clubs. Two other non-union men, a father and son named Schuch, were also assaulted with stones and clubs and the elder Schuch was stabbed twice.

EFFORT TO WRECK TROOP TRAIN.

Aug. 28—An attempt was made to wreck a trolley train near Summit Hill bearing troops and non-union men. The rails were greased and only the motorman's vigilance prevented a disaster.

Aug. 28—A mob of strikers surrounded the Prospect Breaker mine of the Lehigh Valley Coal Company and with clubs and stones attacked the non-union men at work there. A force of deputy sheriffs finally dispersed the rioters.

Father H. J. O'Reilly, of the Church of the Annunciation, in Shenandoah, on August 10, "classed the leader of the United Mine Workers as blackguards, hypocrites and politicians..."

Shenandoah Priest Asks Congregation to Avoid Association With Leaders.

SAYS HE PREFERS PEACE

Special Dispatch to The North American.

SHENANDOAH, August 10.

With tears streaming down his cheeks, shaken by emotion, trembling with the force of his denunciation, Father H. J. O'Reilly, of the Church of the Annunciation, this morning classed the leaders of the United Mine Workers as blackguards, hypocrites and politicians, declared the organization was doing no good for the workingmen and called upon his congregation to avoid those whom he called evil-doers. More than 3000 persons crowded the church, expecting the priest to make an attack, and left surprised and affected by the violence of it. He was much affected himself and was nervous with emotion. He said in part:

I do not pose as a prophet, but I said before this trouble occurred that the organization of the mine workers was leading the people astray and misguiding them. Its leaders are to blame for the trouble which has come upon us. Coming into the church this morning I saw soldiers, and I am glad they are here. It is right for them to be here, and it is necessary, but I hope it will not long remain so.

I have no sympathy or respect for the poor weak ones who listened to the talk of the evildoers. I say the United Mine Workers are responsible for this trouble; the organization cannot control its members, and has done them no good. Do as you please, but if you take my advice you will wash your stained hands free from this organization. Give it up. Give it up, I say. For God's sake give it up. It has no place for anyone. Its officers are doing no good here or elsewhere.

One month ago the town was quiet and peaceable, now disgrace, black disgrace, has come upon the town and its people. Who are to blame? I tell you the leaders and blackguards who have misguided the people. Leave the organization. I gave you this advice a year ago. We were all right, happy and comfortable until the organization came. It is responsible for all our trouble.

God says we must work to live; the leaders say we must not. Do you think their advice is worth considering? The soldiers and the police will protect those who want to go to work; that is what they are here for. Obey the law and do not listen to these leaders, these evildoers; they destroy the peace of man and prevent work. What have they done for you? Made your homes unhappy, your children unprovided for. I do not ask you to go back to work, but I ask you to avoid disorder which may lead to shedding the blood of your fellow-man.

The foreigners are blamed for the violence which has taken place, but they are a good people. Only now they are misguided, misdirected by hypocrites. The leaders are the ones to blame, and I want nothing to do with them; they are trying to make the people the tools of the politicians.

Ministers in other churches also referred to the situation and advised their congregations to keep the peace, avoid all violent demonstrations. In the Lutheran churches the priests were vigorous in their requests to their people to remain orderly. They also referred to the injustice for blaming all the disturbance upon the foreigners.

The Brooklyn Daily Times.

SATURDAY, OCTOBER 4, 1902.

"KING KOAL" IN SAFE.

Image in Anthracite Too Great a Temptation—Will Be Taken from Show Case.

"King Koal," the statue carved in anthracite, which frowns upon passers by from the show case in front of a dealer's store on Myrtle avenue, near Washington avenue, is about to be removed and put into the safe. There is enough anthracite in "King Koal" to support a small-sized family for three weeks. Although the image is forty years old, and it said that all the life that was once in its makeup has evaporated, so that it would no longer serve for fuel; nevertheless the temptation to thieves is believed to be too great. It was stated at the store this morning that if the coal strike continued

"King Koal" would be relegated to the safe.

"King Koal" is about two feet and a half high, and rests on a block. He is bearded and clad in a breast plate, with a lump of anthracite in one hand, while he strokes his beard with the other. These are the words which the poet has put into his mouth:

I am the Koal King of fire;
Broad is my unexplored empire;
And Locust Mount my throne.
Alas the genius enterprise,
With speculation in his eyes,
Now claims me for his own.

Invaded long my realm has been,
By those indomitable men,
Whose course is onward fast
They found the royal citadel,
On Locust Mount they fiercely fell,
And cut me off at last.

But think me not a misanthrope,
My future still is full of hope.
Man's friendship I renew,
And when shall come the dread ordeal,
Believe me, you will kindly feel
Me warm at heart as you.

And though, like you, my form must die
And none may with a moistened eye
Behold my mouldering fate;
Yet then my soul will glow with pride
To know my dust lies with the tried,
The ashes of the grate.

The following verse has been added since the raise in the price of coal:

But now with Mitchell obdurate,
When owners will not arbitrate,
Apart from men, unhappy fate,
On Locust Mount I rule in state.
My use to poor men now is done:
Coal, "twenty-two" per ton.

Headquarters District No. 1, U. M. W.
of A.

Scranton, Pa., Aug. 4, 1902.

Officers and Members of Local Unions,
District No. 1, United Mine Workers
of America.

Greeting:

In order that we may have an impartial and uniform system of giving out aid to the needy in the ranks of those on strike, we have adopted the following plan and trust that the local officers and members will see that its provisions are properly enforced.

Local president, secretary and treasurer shall hold the same position on the relief committee.

The president and secretary shall sign and seal all orders issued on stores for the relief of needy members.

The treasurer shall be under bond, and shall receive all checks or relief money sent by the district, and shall pay out the same when written orders signed by president and secretary are presented.

All store orders properly filled out and signed shall be kept by him on file as his receipt for the money paid.

The secretary shall keep a correct account of all moneys received and disbursed. He shall enter all aid given on a day book, and keep a ledger account with a separate page for each person being aided.

The committee shall issue store orders, signed by president and secretary, with local seal impressed, on such stores as are selected by the person receiving the order.

The merchant, when delivering the goods, shall present the order for payment to the local treasurer, and receipt it when paid. The merchant shall write on the back of each order in ink a complete bill of goods delivered.

The relief committee shall hold a regular meeting once a week, at which meeting all who belong to the colliery, and are in need of food, may apply for aid.

The meeting shall be held on the same

day as the local meeting. The secretary shall complete a list of all applicants approved by the committee, giving name, number in family and amount of aid, and read the same to the local in the evening, for approval or correction.

The following day the president and secretary shall fill out and issue an order for each person whose application has been approved by the local meeting.

Each order shall be made to cover a period of two weeks, and shall be in value as follows:

Man and wife \$2.50 and 35 cents additional for each child or other member of the family.

Single men, \$1.50.

The strictest investigation should be made as to the number in each family.

Each order must be headed by the secretary with enough flour to last for at least two weeks; unless the applicant states his family is not in need of flour for that length of time; the balance of the order to be selected by the applicant when reaching the store.

The strictest economy alone will enable us to carry this struggle on; therefore we advise that only the cheapest and most wholesome goods which will last the longest be ordered.

An auditing committee shall be selected by the local, who shall at the end of each month audit all books, order stubs and receipted orders held by the treasurer, and complete a report in accordance with the same. This report shall be read to the local in session, placed on file when adopted, and a copy sent to the district secretary.

We learn that in some instances families have been relieved by more than one local, because members of the families were members of different locals. Now as the funds will only be sufficient to aid each family in equal proportion, it is necessary to have a system which will cover this point. Therefore we decided that the father or oldest son employed at the mines and on strike shall receive the portion for the whole family from the local where he belongs, and in order to more fully cover this point, recommend that the secretaries of all the locals belonging to the same sub-headquarters meet on a stated day and compare the names of each other's relief accounts as recorded on the day book. This will enable them to see whether the same families are being aided by different locals or not.

Yours fraternally,
T. D. Nicholls, President.
J. T. Dempsey, Secretary.

By order of executive board.

ANTHRACITE'S DOWNS AND UPS.

Remarkable History of Coal That the Public at First Refused to Use.

From the Toronto Mail and Empire.

Anthracite coal, which we are all so anxious to get just now, was less than a century ago, when the first efforts were made to market it, denounced as a fraud. The people of those days declared it was impossible to burn such "stone." At the close of the eighteenth century, in 1791, the Lehigh Coal Company tried in vain to sell in Philadelphia the new fuel which had been found on its property in Carbon county. Several attempts were made to burn anthracite, but for a long time the results were uniformly unsatisfactory. Finally, in 1815, the secret was accidentally discovered. Tests had been made in a rolling mill at Schuylkill. After repeated attempts to make it burn by means of frequently raking the fire, the workmen gave up the experiment in disgust, filled the furnace with the worthless "black stones" and left it. Returning a few hours afterward, they were amazed to find a fierce fire with a terrific heat, and thenceforward the problem of burning anthracite was solved.

But the people were slow to believe that it was possible to get heat by burning the black stones. As late as 1833 one Charles Miner wrote as follows: "While we pushed forward our labors at the mine, hauling coal, building

arks, &c., we had the greater difficulty to overcome of inducing the public to use our coal when brought to their doors, much as it was needed. We published handbills in English and German, stating the mode of burning the coal, either in grates, smiths' fires or in stoves. Numerous certificates were obtained and printed from blacksmiths and others who had successfully used the anthracite. Mr. Cist formed a model of a coal stove and got a number cast. Together we went to the several houses in the city and prevailed on the masters to allow us to kindle fires of anthracite in their grates, erected to burn Liverpool coal. We attended at blacksmiths' shops and persuaded some to alter the 'too-iron,' so that they might burn the Lehigh coal; and we were sometimes obliged to bribe the journeymen to try the experiment fairly, so averse were they to learning the use of a new sort of fuel so different from what they were accustomed to."

But even these methods were slow to overcome popular prejudice. It was only when, through a sudden rise in the price of charcoal, the manufacturers began to use anthracite that the new fuel found its way into favor.

COAL STRIKE ENDS

Agreement Reached at Conference in Washington.

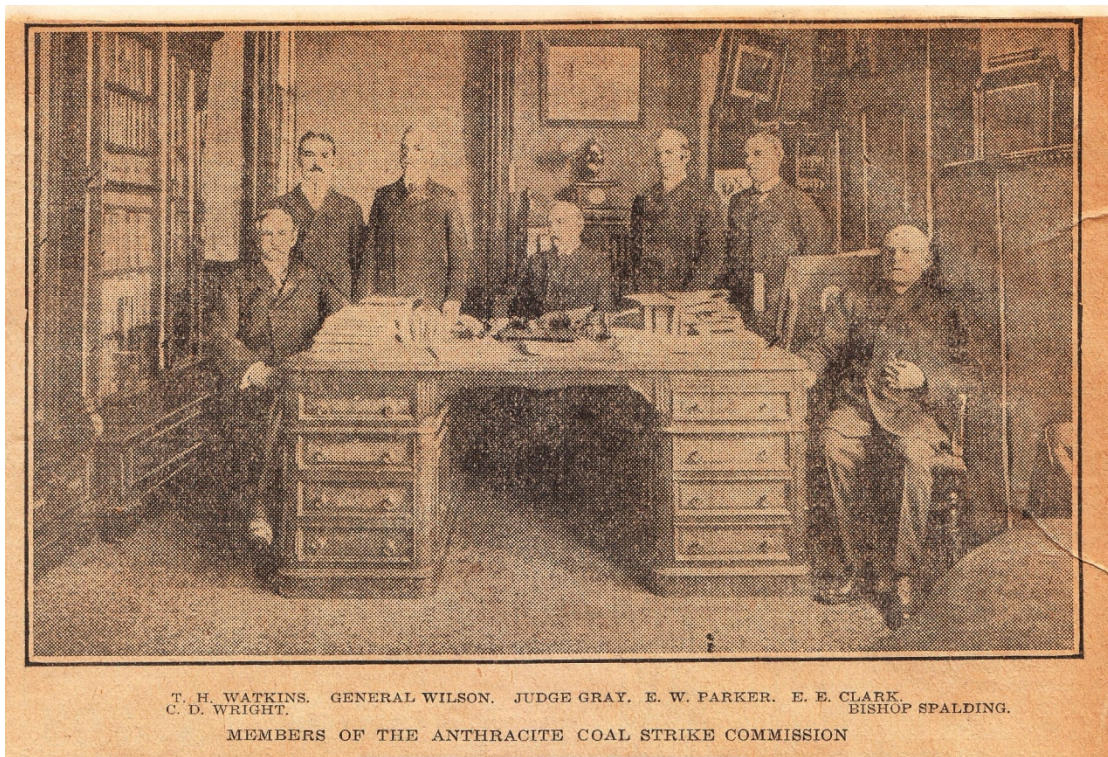
PRESIDENT'S COMMISSION

Gen. Wilson, Judge Gray, E. W. Parker,
E. E. Clark, Thomas H. Watkins and

The Anthracite Coal Strike Commission:

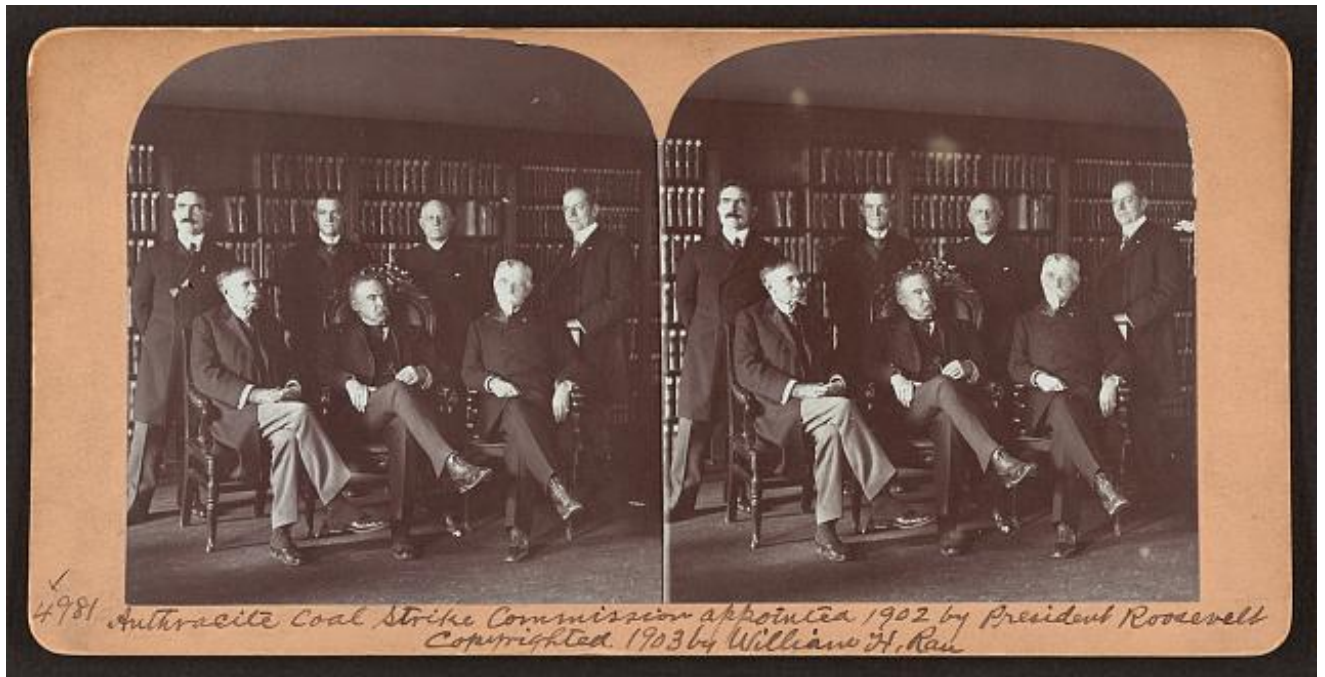
John Mitchell provided the UMW with politically astute and moderate leadership. Summer turned into fall. A coal shortage loomed large, as anthracite was at the time the country's primary domestic fuel source. The operators wanted to crush the strike. Roosevelt wanted arbitration and in October 1902 he summoned operators and strike leaders to a conference at the White House.

On October 1, 1902, the principals among the union leaders and mine operators received a telegram from Roosevelt "inviting" them to a meeting in Washington on October 3—the meeting that proved to be the turning point in Roosevelt's resolve to create the Commission. This was the first time in American history that the federal government had ever assumed the authority to negotiate a labor dispute that was affecting the national interest. The operators would not arbitrate, which infuriated Roosevelt who informed J. P. Morgan that if the operators did not arbitrate that he would send the army to the anthracite coal fields to "dispossess the owners and run the mines as receivers." This threat brought the operators to the table. An arbitration committee was appointed.



We have not yet learned the name of the photographer who took the above photo.

Not in the Gritman history of the 1902 strike, but included here, is the well-known William Herman Rau (1855-1920) photograph of the Anthracite Coal Strike Commission, which was copyrighted by Rau in 1903:



Anthracite Coal Strike Commission, 1902. Stereocard by William Herman Rau

Gritman history continues:

The Anthracite Coal Strike Commission:

1. Gen. John M. Wilson
2. E. W. Parker
3. Judge George Gray
4. E. E. Clark
5. Thomas H. Watkins
6. Bishop John L. Spalding
7. C. D. Wright

Bishop Spalding Appointed to Arbitrate Dispute Between Operators and Employes—Conclusion Reached at a Late Night Conference at the Temporary White House

The coal strike is over. It was announced in Washington early this morning that John Mitchell, the leader of the striking miners, had agreed to accept the proposition of the operators for the appointment of a commission to hear both sides of the controversy and decide on the points at issue. The commission was named by President Roosevelt. The proposition of the operators was for five arbitrators, but President Roosevelt added one more. The six arbitrators are Gen. John M. Wilson, U. S. A.; E. W. Parker, a mining engineer, of Washington; Judge George Gray, of the United States Court; E. E. Clark, Grand Chief of the Railway Conductors; Thomas H. Watkins, a practical coal man, of Scranton; and Bishop John L. Spalding, of Peoria, Ill.

The announcement of the settlement of the strike was made after a conference late last night at the temporary White House. At that conference there were present the President, Secretary of War Root, Labor Commissioner Carroll D. Wright, Frank P. Sargent and George W. Perkins and Robert Bacon, of J. P. Morgan & Co. The conference adjourned at 1 o'clock in the morning, and at 2 o'clock Mr. Cortelyou, the President's secretary, gave out the following statement:

"After a conference with Mr. Mitchell and some further conference with representatives of the coal operators, the President has appointed the members of the commission to inquire into, consider and pass upon all questions at issue between the operators and miners in the anthracite coal fields as follows:

"Brig.-Gen. John M. Wilson, U. S. A., retired (late Chief of Engineers, U. S. A.), Washington, as an officer of the Engineer Corps of either the military or naval service of the United States.

The miners met in convention in Wilkes-Barre, Tuesday, October 21, and formally declared the strike off after accepting the president's plan of settlement. The convention also decided that the men should go back to work Thursday, October 23, 1902.

"Mr. E. W. Parker, Washington, D. C., as an expert mining engineer. Mr. Parker is chief statistician of the coal division of the United States Geological Survey and the editor of the *Engineering and Mining Journal* of New York.

"The Hon. George Gray, Wilmington, Del., as a Judge of a United States Court

"E. E. Clark, of Cedar Rapids, Ia., Grand Chief of Railway Conductors, as a sociologist, the President assuming that for the purposes of such a commission the term sociologist means a man who has thought and studied on social questions and has practically applied his knowledge.

"Mr. Thomas H. Watkins, Scranton, Pa., as a man practically acquainted with the mining and selling of coal.

"Bishop John L. Spalding, of Peoria, Ill. The President has added Bishop Spalding's name to the commission.

"The Hon. Carroll D. Wright has been appointed recorder of the commission."

Bishop Spalding is the arbitrator added by the President.

John M. Wilson has been Brigadier-General, Chief of Engineers, U. S. A., since Feb. 1, 1877. He was born in District of Columbia, Oct. 8, 1837; graduated from West Point, 1860, and received the degree of L. L. D. from Columbian University in 1890. He obtained the rank of Brevet Lieutenant, Artillery, July 1, 1860, Second Lieutenant, Artillery, Jan. 28, 1861; First Lieutenant, May 14, 1861. In 1862 he was transferred to the Engineers, became Captain of Engineers, March 3, 1863; Major June 3, 1867; Lieutenant-Colonel March 17, 1884; Colonel March 27, 1895. In the Civil War he reached the brevet rank of Colonel in the volunteers and regulars for gallantry in various battles. After the war he had charge of engineering works on rivers and harbors, canals, the building of the army medical museum and library, completion of Washington Monument, and many other works. For a time he was Superintendent of the United States Military Academy at West Point. He was retired in October of last year.

George Gray has been Judge of the Circuit Court, Third United States Circuit, since 1899. He was born at New Castle,

Detailed information on the members of the Anthracite Coal Strike Commission:

John M. Wilson

George Gray

On June 8 President Theodore Roosevelt asked his Commissioner of Labor, Carroll D. Wright, to investigate the strike. Wright investigated and proposed reforms that acknowledged each side's position, recommending a nine hour day on an experimental basis and limited collective bargaining. Roosevelt chose not to release the report, for fear of appearing to side with the union. The owners, for their part, refused to negotiate with the union.

Del., May 4, 1840, the son of Andrew C. and Elizabeth M. Gray. He graduated from Princeton in 1859, received the degree of A. M. in 1853 and LL. D., 1889. He studied law at Harvard and was admitted to the bar in 1863, practised at New Castle from 1863 to 1869 and afterward at Wilmington. He married Margaret J. Black. He was Attorney-General of Delaware from 1879 to 1885; United States Senator from 1885 to 1889 and is a Democrat. While in the Senate he was a member of the Foreign Relations and Judiciary committees. In 1896 he was affiliated with the National Gold Standard Democrats in the Presidential election. In 1898 he was a member of the Peace Commission at Paris, and was appointed by the President member of the Joint High Commission at Quebec, 1898, and member of the International Commission of Arbitration under The Hague Convention, November, 1900. His home is in Wilmington, Del.

Edward Wheeler
Parker

Edward Wheeler Parker is a statistician, is attached to the United States Geological Survey and is an expert special agent of the twelfth census. He was born at Port Deposit, Md., June 16, 1860, was educated at the common schools there and at Baltimore and at the City College, Baltimore. He is the author of the annual report on the production of coal in the United States, the production of coke in the United States the production of good salt in the United States and other chapters in the annual volumes of the United States Geological Survey. His residence is in Washington.

John Lancaster
Spalding

John Lancaster Spalding has been the Roman Catholic Bishop of Peoria since 1877. He was born at Lebanon, Ky., June 2, 1840, was educated at Mount St. Mary's College, Emmitsburg, Md., University of Louvain, Belgium, and in Rome. He was secretary to the Bishop of Louisville in 1865, in 1869 he built St. Augustine Church for Catholic negroes of Louisville, became chancellor of the diocese of Louisville in 1871, chancellor of the diocese of New York in 1872-77. He is the author of the "Life of the Most Rev. M. J. Spalding, Archbishop," "Essays and Reviews," "Religious Mission of the Irish People," "Lectures and Discourses," "Education and the Higher Life," "Things of the Mind," "Means and Ends of Education," "Thoughts and Theories of Life and Education," "America and Other Poems," "The Poet's Praise," songs, &c. He lives at Peoria, Ill.

E. E. Clark

→ E. E. Clark, Cedar Rapids, Ia., Grand Chief of the Order of Railway Conductors, as a sociologist, the President assuming that for the purposes of such a commission the term sociologist means a man who has thought and studied deeply on social questions and has practically applied his knowledge.

Thomas H. Watkins

→ Thomas H. Watkins, Scranton, Pa., as a man practically acquainted with the mining and selling of coal.

Carroll Davidson
Wright

→ Carroll Davidson Wright, was born in Dunbarton, N. H., on July 25, 1840. He was educated in New Hampshire and Vermont. At the beginning of the Civil War he enlisted in the 14th New Hampshire Regiment, of which he became colonel in December, 1864. He was Acting Assistant Adjutant-General under Gen. Sheridan, and resigned in March, 1865.

He was admitted to the bar in New Hampshire. Later he moved to Massachusetts, where he was in the State Senate. He was Chief of the Bureau of Statistics of Labor from 1873 to 1898, and in 1880 he was appointed Supervisor of the United States Census in Massachusetts. In 1876 he was a Republican Presidential elector. In January, 1885, he was the first Commissioner of the Bureau of Labor in the Interior Department in Washington, and still occupies that office. He is a member of many scientific societies, and he has been for many years a lecturer on labor subjects. The degree of A. M. was conferred on him by Tufts College in 1883. He is the author of many works on labor questions.

Coal Famine Affects Prayer Meetings.

READING, Pa., Oct. 14.—Gas stoves had to be used in a number of Reading churches yesterday morning. The congregation of Christ Evangelical church will hold the regular prayer meetings this week at the homes of members because of the fact that there is no coal in the church cellar.

WILKES-BARRE, Pa., Oct. 21.

THE greatest strike in the history of the world—the conflict waged for five months between the operators and miners of anthracite in Pennsylvania—is a thing of the past. It lacked exactly five minutes of noon when the unanimous action of nearly 700 delegates brought relief to the many million souls in the greatest of continents who were looking anxiously toward Wilkes-Barre, hoping and praying for a consummation of the deliberations that should remove from them the black shadow of suffering, and even death, which was hovering over them.

Indelibly imprinted on the minds of those present are the incidents of the closing hours.

The session opened with a lurking fear in many hearts that the glad message of peace to the American people would again be delayed by a lengthy and possibly bitter wrangle over the position that the companies might assume towards the steam men.

It closed amid the wildest enthusiasm, to the patriotic strains of "America" and the cheers of men worked up to the highest pitch of fervor.

PERSONAL TRIUMPH FOR PRESIDENT MITCHELL

The result was a personal triumph for Mr. Mitchell and a graceful yielding to the wishes of President Roosevelt and the American people.

To Secretary Wilson, who voiced the conservative sentiment, and to Charles Gildea, from the Panther Creek Valley, belong the credit of stemming the tide of opposition to immediate indorsement of President Roosevelt's proposition. These utterances clarified the situation and presented it so forcibly and correctly to the delegates as to convince them that no other position than that of acceptance was tenable.

On Thursday morning work will be resumed at the long idle collieries, and superintendents and bosses will greet the men with whom they have had no friendly relation for upwards of five months. The employes necessary to put the plants in working order will, by permission of the convention, return to-morrow morning.

THURSDAY WILL BE A CRUCIAL DAY

On Thursday the engineers and firemen will ascertain how many of their number are to be reinstated, and the miners will know how faithfully the companies will carry out their promise not to exercise discrimination. Until these two things are settled there can be no certainty that the danger point is entirely over and that absolute peace will reign from one end of the anthracite field to the other.

But the great body of the men are neither waiting nor expecting any unpleasant developments. In all the mining communities in the vicinity of Wilkes-Barre rejoicing over the end of the strike has already begun, and there are parades to-night everywhere and the jollification will continue all day to-morrow.

AFTER THE COAL STRIKE.

D'ye hear that rattlin' in the cellar?
Jim's a-shovelin' on the coal.
D'ye hear that roarin' up the chimney?
The heater's goin'! Bless my soul!
Sounds so strange, yet so familiar,
I can scarce believe it's true.
Come here, children; hold your hands
here;
Feel it comin' up the flue?

Gracious me, it makes one happy!
Bring your chairs and sit around.
Feels just like it did last winter;
Sounds just like it used to sound;
Same old rosy, cozy corner,
Same old warm and grisly rug,
Same old cradle over yonder;
Same dear baby just as snug.

Jane, you sit there by the table;
Tom, come sit on mother's knee;
John, go out and get the apples;
Hurry; see how long you'll be.
Rob, run down, bring up your daddy;
Tell him that his pipe is filled;
Tell him that his chair is ready
And that old Jack Frost is killed!
—P. Q. Lear in Philadelphia Record.

(end of Gritman history of the 1902 coal strike)

More on the Anthracite Coal Strike Commission:

- Members:
 - John M. Wilson, brigadier general, U.S.A., retired
 - E. W. Parker, of Washington, an expert mining engineer
 - Judge George Gray, of Washington, Del.
 - E. E. Clark, grand chief of the Brotherhood of Railway Conductors
 - Thomas H. Watkins, of Scranton
 - Bishop John L. Spalding, of Peoria, IL
 - Carroll D. Wright, the commissioner of labor, was named the recorder of the arbitrators. Wright used the staff of the Department of Labor to collect data about the cost of living in the coalfields.
- Met from November 1902 to February 1903
- The anthracite strike ended, after 163 days, on October 23, 1902. Proceedings began on October 30, 1902, with a week-long tour of the anthracite region to view the physical conditions and coal mining operations.
- 558 witness were heard: 240 for the UMW, 153 for non-union workers, 154 for the operators, 11 called by the Commission
- Testimony filled 56 volumes (over 10,000 legal cap pages, besides a vast number of statistical and other exhibits)
- Although the commissioners heard some evidence of terrible conditions, they concluded that the "moving spectacle of horrors" represented only a small number of cases. By and large, social conditions in mine communities were found to be good, and miners were judged as only partly justified in their claim that annual earnings were not sufficient "to maintain an American standard of living."
- Commission's decision announced on March 21, 1903, as follows:
 - mine workers awarded a 10 percent wage increase
 - an eight to nine hour working day (most of the men went to a 9-hour day, but engineers and firemen went from 12 hours to 8) without pay reduction
 - Miners' laborers were now to be paid directly by the company rather than by the miner himself.
 - Men would have the right to demand weight checks on their cars.
 - Safety rules were strengthened.
 - No one was to be refused employment because he belonged to a union.
 - The Commission also created an arbitration board to settle labor disputes for the three years during which the award was to be in force. The Commission also prohibited discrimination against union workers and criticized the employment of children.
- The miners returned to work on October 23, 1902, after 5 months off the job. The strike cost the coal companies at least \$74 million due to reduced freight and coal receipts and a loss of \$25 million in wages to the miners.

- While the operators refused to recognize the United Mine Workers, they were required to agree to a six-man arbitration board, made up of equal numbers of labor and management representatives, with the power to settle labor disputes. Mitchell considered that de facto recognition and called it a victory.

The settlement of the 1902 coal strike was commemorated with a parade in Carbondale. The newspaper story about this parade is described in the article given below, dated October 30, 1902, that is included in one of the Gritman scrapbooks in the collection of the Carbondale D&H Transportation Museum:

“CARBONDALE MINERS ON MITCHELL DAY / About 2,000 miners, all from Carbondale, except a single local from Simpson, contributed to the observance yesterday of John Mitchell day by a parade that covered the central streets of this city, to the accompaniment of music of bands that quickened their steps and heightened the jubilating spirit that filled them. The day was, perhaps, a trifle sharp and keen in the chill winds that blew, while occasional flurries of snow gave a foretaste of winter, that was not relishable. / It was a holiday for the workers in anthracite, and the holiday spirit showed itself in the light-hearted manner of the marchers. Besides commemorating the victory of the first strike, in 1900, the occasion was taken as a means of rejoicement and felicitation over the recent strike settlement. All of the locals were nearly fully represented, evidence of the place that John Mitchell holds in the hearts of Carbondale miners. None other than mine workers participated in the celebration. / There was one display in the procession that came in for a good deal of adverse criticism. It was independent, however, of the mine workers’ programme of the day and was frowned upon by the officials. / At the rear of the line was an ash or truck wagon, from up Simpson way, that contained a half-dozen foreigners, one or two of whom were women. There was a plentiful supply of beer aboard, which was freely drank by the men, and in some instances passed out to the crowd. Next to the driver sat a man holding a crudely built banner or sign. There was an attempt to print an inscription, the attempt resulting as follows: ‘How is Mitchell. He is all right. Whose all wright. Mitchell. Hurrah.’ / Ministers’ Acceptance. / The local pastors who were invited to join in the celebration of John Mitchell day, met yesterday forenoon, and in accepting the invitation, addressed the following communication to the United Mine Workers: / Carbondale, Pa., Oct. 28, 1902. / United Mine Workers: / Dear Sirs: We thank you cordially for your courteous invitation to ride in the procession tomorrow, John Mitchell day. We are glad with you that your differences with the operators have been referred to arbitration, tomorrow also being a celebration of winning the demand for such reference made from the beginning of the union. We congratulate you that in our city there has been little violence in comparison with what has occurred elsewhere. We wish to see all honest workmen receive good wages. / We accept you kindly invitation in order that we may attest our interest in the welfare of laboring men. But lest our presence be misconstrued, we desire to put on record our disapproval of the

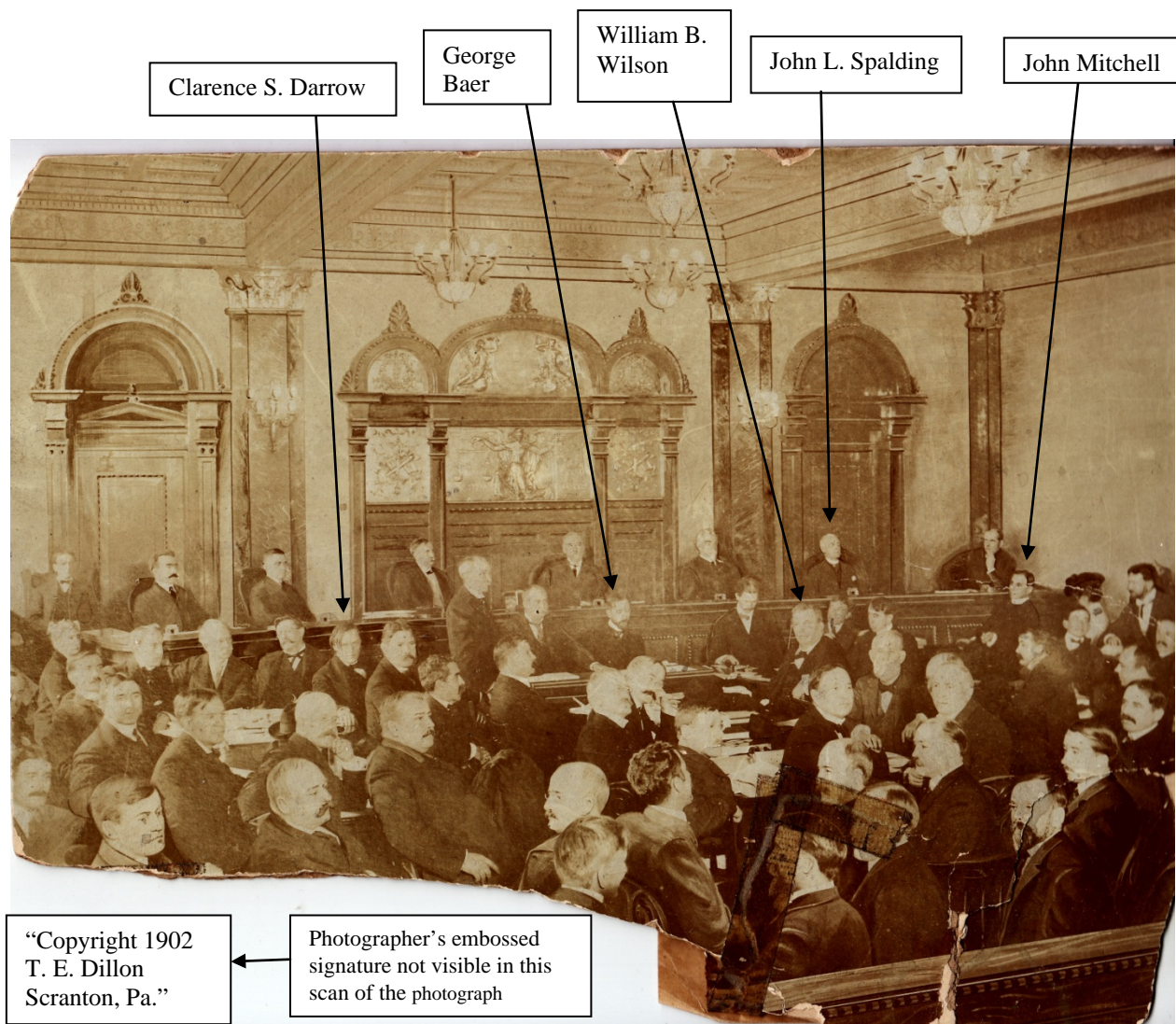
intimidation, bloodshed and boycotting which have marred the course of the strike. As servants of God, who said, 'Thou shalt not kill,' we must refuse to seem to condone in operator or workman violation of the divine law, or infringement upon the sacred rights of 'life, liberty and the pursuit of happiness,' which our country stands for. We believe the right of individual contract is of such colossal importance that the welfare of our country depends upon it. Yours sincerely, / A. F. Chaffee, Charles Lee, R. A. Sawyer, H. J. Whalen."

The Anthracite Strike Commission proceedings in Scranton, PA:

In November (from the 14th to the 22nd) and December (from the 3rd to the 20th) 1902 the Commission heard testimony in the Lackawanna County Courthouse in the Lackawanna County Courthouse Superior Courtroom (now Courtroom No. 3). Clarence Darrow was the attorney for the miners' team; former U. S. Attorney general Wayne MacVeagh, was the attorney for the operators' group. Mitchell testified, not as president of the UMW but as the "representative of the anthracite mine workers" and presented the demands of the unionized mine workers to the Commission. Represented by Clarence Darrow, Mitchell was the first and most celebrated witness of the public hearings.

Because of the significance of these proceedings in the Lackawanna County Courthouse, the statue on the grounds of the Courthouse as well as the Courthouse were added to the National Register of Historic Places in 1997.

The photograph shown below was formerly in the collection of Charles Melville, Jr., 49 Lincoln Avenue, Carbondale, PA. In the lower left corner of this photograph we read: 'Copyright 1902 / T. E. Dillon / Scranton, Pa.'" The copy of this photograph shown here is a scanned copy of an original print of this T. E. Dillon photograph in the archives of the Carbondale Historical Society. This is a photograph of the Anthracite Coal Strike Commission in session in Courtroom No. 3, Lackawanna County Courthouse, Scranton, PA. Seen in this photograph are three members of the Anthracite Strike Commission (Baer, Wilson, Spalding) as well as Clarence Darrow and John Mitchell. Our thanks to Bob McDonough, Olyphant, for his help in identifying those five persons in this photograph.



Anthracite Strike Commission, in Session, Courtroom No. 3, Lackawanna County Courthouse Scranton, PA, November 17, 1902. Photo in the collection of the Carbondale D&H Transportation Museum.

Here is close up view of the persons shown in the above photograph:



On December 17, 1902, the miners' union concluded its presentations and the Commission declared a holiday recess.

The Anthracite Coal Strike hearings re-opened in Philadelphia on January 9, 1903, in the Federal Building.

Darrow's closing statement/summation before the Commission was delivered on Friday, February 13, 1903, following George Baer's February 12 summation (on Thursday) for the owners.

“ . . . Darrow spoke for eight hours without a note in his hand and the transcription of those remarks shows a man in almost frightening control of both the structure and the rhythm of language as well as the dynamics of the courtroom. To read either of these closing statements is to read a philosophy as profound and clear as any every put down.” (Jack McDonough, *The Fire Down Below The Great Anthracite Strike of 1902 and the People Who Made the Decisions*, p. 114)

At the conclusion of his summation, the overflow crowd in the Philadelphia courtroom gave him a standing ovation that lasted for more than five minutes.

Clarence Darrow was 45 at the time of the hearings. Two decades later he would serve as the attorney in the Scopes “Monkey Trial” and in the Leopold-Loeb case (in Darrow’s hometown of Chicago). He defended Eugene Debs during the Pullman Conductors Strike of 1894, “which remains a cause célèbre of American labor.”

On March 18, 1903, the Commissioners presented their report to Roosevelt, who made it public on March 21, 1903, the first day of spring.

Here, for the record, are the following sections of the *Report to the President on the Anthracite Coal Strike of May-October, 1902 by the Anthracite Coal Strike Commission*:

- History and Causes of the Strike of 1902
- Losses from the Strike
- Work of the Commission
- Demands of the Mine Workers
- Answers of Mine Operators

REPORT
TO THE
PRESIDENT
ON THE
ANTHRACITE COAL STRIKE
OF
MAY-OCTOBER, 1902,
BY THE
ANTHRACITE COAL STRIKE COMMISSION.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1903.

HISTORY AND CAUSES OF THE STRIKE OF 1902.

The occasion of the strike of 1902 was the demand of the United Mine Workers of America for an increase in wages, a decrease in time, and the payment for coal by weight wherever practicable and where then paid by car. The cause lies deeper than the occasion, and is to be found in the desire for the recognition by the operators of the miners' union. The great strike of 1900, which resulted in an advance of ten per cent in the wages paid to all classes of mine workers, did not leave either miners or operators in a satisfied state of mind, for both agree that since the settlement of 1900 there have been increased sensitiveness and irritation in the mining districts as compared with the previous twenty-five years or more.

Early in 1901 (February 15) Mr. Mitchell, the president of the United Mine Workers of America, approached the operators with the following proposition, sent to Mr. Olyphant, president of the Delaware and Hudson Company:

Would you kindly wire if your company will participate in a joint conference with anthracite miners during the month of March for the purpose of agreeing upon scale of wages for period which would be mutually agreeable to operators and miners?

Mr. Olyphant's reply was as follows:

I understood that matter of wages was satisfactorily adjusted last October, and we have no present intention of departing from the arrangements then made. I therefore see no object in the conference which you suggest, even if that method of procedure were desirable, which seems very doubtful.

February 26 Mr. Mitchell sent a letter to Mr. Olyphant, in which he stated that his letter was "for the purpose of inviting your com-

pany to be represented at a joint conference of mine workers and mine owners which has been called to meet at Hazleton, Pa., on March 15." March 6 Mr. Olyphant replied to Mr. Mitchell, declining to join in the conference, closing as follows:

So far as concerns conferences with its own employees in any branch of its service regarding questions of mutual concern, I may again say that the officers of the company are and will be at all times ready and willing therefor.

In April, 1901, the operators proposed to continue the advanced rate of wages until April, 1902. February 14, 1902, the United Mine Workers of America, in a letter dated Indianapolis, Ind., invited the representatives of the railroads and coal companies operating in the anthracite districts of Pennsylvania to "a joint conference of operators and miners on March 12, at Scranton, Pa., the object of the conference to be the formation of a wage scale for the year beginning April 1, 1902, and ending March 31, 1903." The presidents of the various companies to whom this letter was addressed replied, formally declining the conference.^(a)

March 22, 1902, Mr. Mitchell sent the following telegram to Mr. Baer:

By direction of miners' convention, I wire to ascertain if your company will join other anthracite coal companies in conference with committee representing anthracite mine workers for purpose of discussing and adjusting grievances which affect all companies and all employees alike. Please answer.

On the 24th of March Mr. Baer answered as follows:

Always willing to meet our employees to discuss and adjust any grievances. I had hoped that my letter clearly expressed our views.

The anthracite mine workers, members of the United Mine Workers of America, held a convention at Shamokin, Pa., from March 18 to 24, 1902, during which they passed resolutions demanding of the operators recognition of the union, an increase in wages, an eight-hour day, the weighing of coal, and a uniform scale, with notice that after the 1st of April the miners would work only three days a week until the operators had come to an agreement with them, and they appealed to the Civic Federation to aid them in securing their demands.

In response to an invitation from the Industrial Department of the Civic Federation, Senator Hanna, the chairman of the Federation, invited certain of the coal operators, and especially the presidents of the larger coal companies, to meet the officers of the United Mine Workers and the Civic Federation to discuss the subject of the foregoing demands. The coal presidents met the officers of the Mine

^a These letters may be found in full in Bulletin of the United States Department of Labor, No. 43, p. 1176 et seq., and are reprinted on pages 217 to 223 of this Report.

Workers and the Civic Federation in the city of New York, when Mr. Thomas, of the Erie Company, submitted the following propositions, which were understood to be the basis of the conference:

First. The anthracite companies do not undertake in the slightest manner to discriminate against members of the United Mine Workers of America, but they do insist that members of that organization shall not discriminate against nor decline to work with non-members of such association.

Second. That there shall be no deterioration in the quantity or quality of the work, and that there shall be no effort to restrict the individual exertions of men who, working by the ton or car, may for reasons satisfactory to themselves and their employers produce such a quantity of work as they may desire.

Third. By reason of the different conditions, varying not only with the districts but with the mines themselves, thus rendering absolutely impossible anything approaching uniform conditions, each mine must arrange either individually or through its committees with the superintendents or managers any questions affecting wages or grievances.

After discussing at great length the questions relating to labor in the anthracite coal regions, an adjournment was taken for thirty days. At the expiration of the thirty days another meeting was held with the Civic Federation, at which Mr. Mitchell and the district presidents, together with a large committee of miners were present. Another free and full discussion took place, without reaching conclusions.

At the suggestion of the Civic Federation a committee composed of Mr. Mitchell and the anthracite district presidents, and Messrs. Thomas, Truesdale and Baer, representing the operators, was appointed to consider further the points at issue and report to the Civic Federation, at a date to be fixed by its chairman. This committee spent two full days in discussion, but without results. The Federation was not again called together. Mr. Mitchell, however, convened his district executive committee, and on the 8th of May he sent the following dispatch to Messrs. Thomas, Truesdale, Baer, and Olyphant:

SCRANTON, PA., *May 8, 1902.*

Conscious of the disastrous effects upon mine workers, mine operators, and the public in general which would result from a prolonged suspension of work in the anthracite coal regions of Pennsylvania, and with earnest desire and hope of avoiding the impending calamity, the representatives of the anthracite mine workers have authorized us to submit the following propositions:

First. Inasmuch as the anthracite mine operators have proposed to continue the present wage scale for one year, and inasmuch as the anthracite mine workers have unanimously resolved to ask that an increase of 20 per cent should be paid on present prices to all men performing contract work, that eight hours should constitute a day's labor for all persons employed by the hour, day, or week, without any reduction in their present wage rate, and that coal should be weighed and paid for by weight wherever practicable, and inasmuch as in our

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recent conferences the anthracite mine workers and mine operators have failed to reach an agreement upon any of the questions at issue, we propose that the industrial branch of the National Civic Federation select a committee of five persons to arbitrate, and decide all or any of the questions in dispute, the award of such board of arbitration to be binding upon both parties and effective for a period of one year.

Second. Should the above proposition be unacceptable to you, we propose that a committee composed of Archbishop Ireland, Bishop Potter, and one other person whom these two may select, be authorized to make an investigation into the wages and conditions of employment existing in the anthracite field, and if they decide that the average annual wages received by anthracite mine workers are sufficient to enable them to live, maintain and educate their families in a manner conformable to established American standards and consistent with American citizenship, we agree to withdraw our claims for higher wages and more equitable conditions of employment, providing that the anthracite mine operators agree to comply with any recommendations the above committee may make affecting the earnings and conditions of labor of their employees.

An immediate reply is solicited.

JOHN MITCHELL, *Chairman*.
T. D. NICHOLLS, *Secretary*.

The following are the answers to the foregoing telegram:

MAY 8, 1902.

JOHN MITCHELL:

Not only from our standpoint, but from yours as well, the matter has had such full and careful consideration in all its features at our several interviews last week as leaves little to be discussed. In addition, my letter of February 20 can not fail to make it clear to you as it is to us that the subject can not be practically handled in the manner suggested in your telegram.

E. B. THOMAS.

MAY 8, 1902.

JOHN MITCHELL:

Your message of this date received. You fail to state in it that the notices posted by this company not only agree to continue paying the 10 per cent increase granted our mine employees in 1900 until April 1, 1903, and thereafter subject to sixty days' notice, but it also states our mining superintendents will take up and adjust any grievances with our employees. The reasons why we can not grant your demand have been most fully explained in our recent conferences and my letter to you of February 18 last. In view of all these facts I am sure you can not expect us to concur in either of the propositions contained in your message referred to.

W. H. TRUESDALE.

PHILADELPHIA, *May 9, 1902.*

JOHN MITCHELL:

I was out of town; therefore the delay in answering your dispatch.

By posted notices, the present rates of wages were continued until April, 1903, and thereafter subject to sixty days' notice. Local differences to be adjusted as heretofore with our employees at the respective collieries. By written communications, by full discussion before the Civic Federation, by protracted personal conferences with yourself and the district presidents, we have fully informed you of our position. We gave you the figures showing the cost of mining and marketing coal, and the sums realized therefrom in the markets, in the hope of convincing you that it was absolutely impracticable to increase wages.

To your suggestion that the price of coal should be increased to the public, our answer was that this was not only undesirable, but in view of the sharp competition of bituminous coal it was impossible. We offered to permit you or your experts to examine our books to verify our statements. Anthracite mining is a business, and not a religious, sentimental, or academic proposition. The laws organizing the companies I represent in express terms impose the business management on the president and directors. I could not if I would delegate this business management to even so highly a respectable body as the Civic Federation, nor can I call to my aid as experts in the mixed problem of business and philanthropy the eminent prelates you have named.

GEO. F. BAER.

NEW YORK, *May 8, 1902.*

JOHN MITCHELL, Esq.,

President United Mine Workers of America, Scranton, Pa.:

Your telegram is received. The concessions made by the mine operators in your last strike added to the wages of the mine workers six millions of dollars or more per annum. You now propose changes adding a charge of many millions more and suggest that you will make a further demand a year hence. The public will not meet such advances by submitting to an increase in the price of coal, and the operators can not meet them without such aid. I must, therefore, decline your proposition.

R. M. OLYPHANT, *President.*

These various preliminary discussions having failed to accomplish anything, the executive committee of the mine workers decided to order a temporary strike and to submit the question of its continuance to a general convention. The order of the executive committee was as follows:

To the United Mine Workers of the Anthracite District of Pennsylvania:

The executive committee of the Anthracite Mine Workers, who were delegated by the Shamokin convention to represent you in the negotiations with the mine operators and railroad presidents to obtain, if possible, higher wages, shorter hours, and better conditions of

employment, after exhausting all feasible, conciliatory, and honorable means at their command, and after failing to secure any concessions of a tangible nature, and while under the resolutions adopted by the Shamokin convention, authority was vested in the executive committee, should they fail in the negotiations, to inaugurate a strike at whatever time they deemed in their judgment held out the greatest prospects of success, the committee, after three days' serious deliberations, feel that in justice to themselves and the anthracite mine workers and those dependent upon them, before a joint strike is inaugurated, the question should be further considered by a delegate convention in which representatives from the local unions shall be fully instructed by their constituents and prepared to vote either in favor of or in opposition to a complete cessation of work.

In the meantime, all persons employed in or around the collieries, strippings, washeries, and breakers are instructed to temporarily abstain from working, beginning Monday, May 12, 1902, and continuing thereafter until after a final decision is reached by a delegate convention, which will convene on Wednesday, May 14, at Hazleton, Pa.

The basis of representation in the convention shall be 1 vote for each 100 miners and 1 vote for each additional 100 members or majority thereof.

The executive committee recommend that special meetings of all locals be held on Monday, May 12, for the purpose of selecting delegates and considering the question involved, and it is specially recommended that specific instructions be given delegates as to how they shall vote on the proposition to inaugurate a strike or to continue to work under the present conditions.

The instructions for all men to suspend work on Monday do not include firemen, engineers, pump runners, or other laborers necessary to preserve the properties of the operators.

Under this order work was suspended May 12, and on the 15th, the convention, having assembled, voted to continue the strike. The total vote cast was 811, the number for the strike being $461\frac{1}{2}$, and the number against it $349\frac{1}{2}$. The majority for the strike was, therefore, $111\frac{1}{2}$, the number voting for the strike being fifty-seven per cent of the convention.

When the strike was inaugurated engineers, firemen, and pumpmen were not involved, but at a meeting of the three anthracite executive committees of the United Mine Workers, held in Wilkesbarre, May 21, it was decided to call out the engineers, firemen, and pumpmen employed about the mines, the order to this end providing that "Presidents of local unions and mine committees are hereby instructed to wait upon mine superintendents and notify them that on and after Monday, June 2, all engineers, firemen, and pumpmen are expected to work only eight hours each day, and are to receive present wages." These demands not having been granted, June 2 the majority of the engineers, firemen, and pumpmen stopped work.

In obedience to these orders, nearly the entire body of mine workers, which numbers about 147,000, abandoned their employment, and re-

mained idle until the strike was called off through the action of the President in the appointment of this Commission. The strike lasted from May 12 to October 23, 1902.

LOSSES FROM THE STRIKE.

It is impossible to state with accuracy the losses occasioned by the strike, but fair estimates may be given. The total shipments of anthracite coal in 1902, according to a statement by Mr. Wm. W. Ruley, Chief of the Bureau of Anthracite Coal Statistics, were 31,200,890 long tons. As compared with 1901, when the shipments amounted to 53,568,601 long tons, this indicates a decrease of 22,367,711 long tons, or over 40 per cent. If the same decrease is assumed for the coal mined for local trade and consumption, the total decrease in production in 1902 amounted to 24,604,482 long tons, which at the price received in 1901 meant a decrease in the receipts of the coal-mining companies, for their product at the mines, of \$46,100,000. Assuming the average wage cost to be about \$1.25 per ton on marketable coal, and allowing for the wages paid to engineers, pumpmen, and others who remained at work during the strike, the mine employees lost in wages a total of about \$25,000,000.

It may also be mentioned that, according to reports made at the recent convention of mine workers in Indianapolis, there were expended about \$1,800,000 in relief funds.

Assuming that 60 per cent of the total shipments represents the sizes above pea coal, the decrease in the shipments of these larger sizes in 1902, as compared with 1901, was 13,420,627 long tons. With an average price at New York Harbor of \$4.09 per ton, and with 35 per cent of the receipts charged to transportation expenses, the decrease in freights paid to the railroad companies on these larger sizes, if it had all been sent to New York Harbor, would have been about \$19,000,000; and assuming the freight rate of \$1 per ton on the smaller sizes, the total decrease in freight receipts on the transportation companies would have been about \$28,000,000.

WORK OF THE COMMISSION.

In studying this strike, probably the greatest on record, the members of the Commission feel that they speak simple truth when they say that they have done whatever it was practicable to do to acquaint themselves with the business intrusted to them. As stated, they have gone through mines and inspected the various conditions which the production of anthracite coal involves; they have visited the breakers, the engine houses, and pumping stations; they have examined the machinery by which the mines are protected from water and foul air; they have talked with the miners at their work and in their homes,

and they have given attention to the economic, domestic, scholastic, and religious phases of their lives; they have listened to and directed the examination and cross-examination of 558 witnesses; they have given free scope to the counsel who represented the operators, the non-union men, and the miners, and they have devoted an entire week to hearing their arguments.

In reviewing the whole case they have been impressed with the importance of the issues involved, as well as with the intricacy and difficulty of many of the problems presented to them for solution, and they have striven diligently to get a clear understanding of each point upon which they were required to make a finding, and to do exact justice as nearly as possible to all parties concerned. There has been practical unanimity among them, and, though differences of opinion have from time to time arisen, there has not been a moment during the nearly five months in which they have been in session, when there was an unpleasant word, or any indication whatever of thought or desire of aught save truth and justice. It has been their constant aim to keep themselves from bias, that they might see things as they are and weigh them dispassionately. They are fully aware that in so complex and involved a condition as that by which they were confronted it would be rash to imagine that they have been able to get an adequate view and a thorough understanding of the problem, or that they have succeeded in so formulating their conclusions as to make misunderstanding or misinterpretation impossible.

All through their investigations and deliberations the conviction has grown upon them that if they could evoke and confirm a more genuine spirit of good will—a more conciliatory disposition in the operators and their employees in their relations toward one another—they would do a better and a more lasting work than any which mere rulings, however wise or just, may accomplish. Fairness, forbearance, and good will are the prerequisites of peace and harmonious cooperation in all the social and economic relations of men. The interests of employers and employees are reciprocal. The success of industrial processes is the result of their cooperation, and their attitude toward one another, therefore, should be that of friends, not that of foes; and since those who depend for a livelihood on the labor of their hands bear the heavier burdens and have less opportunity to upbuild their higher being, the men of position and education, for whom they labor, should lead them not more in virtue of their greater ability and capital than in virtue of their greater loving-kindness.

Where production is controlled despotically by capital there may be a seeming prosperity, but the qualities which give sacredness and worth to life are enfeebled or destroyed. In the absence of a trustful and conciliatory disposition the strife between capital and labor can not be composed by laws and contrivances. The causes from which

it springs are as deep as man's nature, and nothing that is powerless to illumine the mind and touch the heart can reach the fountain head of the evil. So long as employers and employees continue to look on one another as opponents and antagonists, so long shall their relations be unsatisfactory and strained, requiring but a slight thing to provoke the open warfare which is called a strike.

It is in this spirit the Commission has made its investigation and submits its report and award, and it is in this spirit the award must be received by all the parties to the submission if it is to have the effect desired by them and by all good citizens.

Naturally, some questions have been presented to the Commission that are incapable of final solution, owing to the difficulties which are inherent in human nature. Nevertheless, while conscious of fallibility, the members indulge the hope that substantial justice will have been achieved by their findings and award, and that better relations between the parties concerned will hereafter exist.

DEMANDS OF THE MINE WORKERS.

With these general statements and facts drawn from the testimony and from various official and other sources, we now proceed to the discussion of the points at issue. For the purpose of securing an orderly procedure, the Commission ordered that the mine workers should be considered as the pursuing party, and they accordingly opened and closed the case. It also required that their statement of claims should be specific enough to give fair notice to the other side of the grievances complained of, and of the general contentions to be urged in the premises.

The statements so filed on behalf of the mine workers disclosed four general demands, accompanied by specific arguments in support of the same. All the original parties and many of the intervening parties filed answers to this statement of claim, and the pleadings, consisting of the statement of claim and the several answers thereto, will be found in full in the appendix.^(a)

The demands in the statement of claim made by the union mine workers are as follows:

First. An increase of 20 per cent upon the prices paid during the year 1901 to employees performing contract or piece work.

This demand is made on account of the following reasons:

- (1) The present rate of wages is much lower than the rate of wages paid in the bituminous coal fields for substantially similar work.
- (2) The present rate of wages is lower than is paid in other occupations requiring equal skill and training.
- (3) The average annual earnings in the anthracite coal fields are much less than the average annual earnings in the bituminous coal fields for substantially similar work.
- (4) The average annual earnings in the anthracite coal fields are

^a See pages 92 to 171.

much less than the average annual earnings for occupations requiring equal skill and training.

(5) The rate of wages in the anthracite coal fields is insufficient to compensate the mine workers in view of the dangerous character of the occupation, in relation to accidents, the liability to serious and permanent disease, the high death rate and the short trade life incident to this employment.

(6) The annual earnings of the mine workers are insufficient to maintain the American standard of living.

(7) The increased cost of living has made it impossible to maintain a fair standard of life upon the basis of present wages and has not only prevented the mine workers from securing any benefit from increased prosperity, but has made their condition poorer on account of it.

(8) The wages of the anthracite mine workers are so low that their children are prematurely forced into the breakers and mills instead of being supported and educated upon the earnings of their parents.

(9) Wages are below the fair and just earnings of mine workers in this industry.

Second. A reduction of 20 per cent in hours of labor without any reduction of earnings for all employees paid by the hour, day or week.

The second demand is similar to the first in that it is designed to increase the hourly rate of wages of mine workers employed by the hour, day or week, and all the reasons applicable to the first demand are asked to be applied to the second without repetition.

In addition thereto we submit the following:

(10) The ten-hour day is detrimental to the health, life, safety and well-being of the mine workers.

(11) Shorter hours improve the physical, mental and moral condition of the workers.

(12) Shorter hours increase the intensity and efficiency of labor.

(13) The tendency of national and State governments, of organized trades and of production generally is toward shorter hours.

(14) A working day of eight hours is sufficiently long for the best interests of the workingmen and of the community.

Third. The adoption of a system by which coal shall be weighed and paid for by weight wherever practicable; the minimum rate per ton to be 60 cents for a legal ton of 2,240 pounds; the differentials now existing at the various mines to be maintained.

This demand is made on account of the following reasons:

(1) Measurement by the legal ton wherever practicable is the only honest and just system of measuring the earnings of the mine workers.

(2) When the operators sell or transport coal it is on the basis of a legal ton of 2,240 pounds.

(3) The excessive ton was originally intended to compensate the operator for the weight of the small sizes of coal which were then discarded but which are now utilized and sold and therefore there is no present necessity for the use of any other than the legal ton.

(4) The adoption of this system would remove an incentive, both to the operator and the worker, to cheating and dishonesty, and would allay jealousy among the miners and prevent unjust discrimination and favoritism.

(5) The change of the present system to the one asked for would prove a strong factor in allaying suspicion and discontent amongst the mine workers.

Fourth. The incorporation in an agreement between the United Mine Workers of America and the anthracite coal companies of the wages which shall be paid and the conditions of employment which shall obtain, together with satisfactory methods for the adjustment of grievances which may arise from time to time, to the end that strikes and lockouts may be unnecessary.

In support of this demand we submit the following reasons:

(1) The anthracite mine workers should not be compelled to make or sign individual agreements but should have the right to form such organization and choose such agents and officers as they desire to act collectively instead of individually whenever they deem that their best interests are subserved thereby.

(2) Agreements between employers and employees through workingmen's organizations are the ordinary method of regulating production and wages in the bituminous coal fields and in other large industries, and are beneficial, successful and in keeping with the spirit of the times.

(3) Unions of workingmen tend to better discipline of the men and to the improvement of their physical, moral and mental condition and to the preservation of friendly relations between employer and employee.

(4) Experience shows that the trade agreement is the only effective method by which it is possible to regulate questions arising between employers and employed in large industries, and that a trade agreement is the only possible way "to establish the relations between employers and the wage workers in the anthracite fields on a just and permanent basis and as far as possible to do away with any causes for the recurrence of such difficulties as those you (the Anthracite Coal Strike Commission) have been called in to settle."

ANSWERS OF MINE OPERATORS.

To these demands and the reasons in support thereof the several answers of the operators make general and specific denial. No good purpose would be accomplished by here reciting even a summary of these answers on this point, even if their volume did not forbid. These answers all agree in characterizing the demands as unreasonable and unjust, and unsupported by facts pertaining to the industry. They all declare the wages now paid are adequate to maintain the American standard of living, and compare favorably with wages paid in other industries requiring no greater skill or experience and exposing the employees to as great or greater hazard. They deny that the condition of labor in the mines is such as to expose the employees to extraordinary hazards, or liability to disease or premature death, as compared with many other employments requiring equal skill and training, and in which lower rates of wages prevail. They insist that a large proportion of the accidents in the mines is due to the careless-

ness of the men, and not to the nature of the work. They deny that the increased cost of living is such as to make it impossible for mine employees to maintain a fair standard of life upon the basis of present wages, or that the mine workers have been prevented thereby from securing benefit from increased prosperity. They contend that the earnings of contract miners are less than they might otherwise be, in consequence of restrictions placed by the miners' organization upon hours of labor or quantity of output. Some of them allege that the contract miners work only about six hours, or even less, a day and take numerous holidays, whereas longer hours and less interrupted work would materially increase their earnings, and that, in effect, they are demanding for less work than they ought reasonably to perform, larger pay than would be due for a proper number of hours of work per day.

These claims and contentions on the part of the mine workers and the answers thereto, together with the testimony in their support adduced by the parties, respectively, have been considered by the Commission, with the following results:

FINDINGS OF THE COMMISSION.

(the findings of the Commission, we have reported above, are then presented in the report)

October 29, the day that the 1902 coal strike ended, is regarded as John Mitchell day in the anthracite coal fields, where the day is a contractual holiday.

On the question of the decision reached by the presidential commission, we read the following in *Century of Progress* (pp. 324-25):

"The award of the [Presidential] Commission specifically condemned the labor organization which had brought about the strike and denied its claims for 'recognition' and the 'closed shop.' Certain increases in wages were granted, the nine-hour day was required, a system for the adjustment of local grievances was provided and local strikes or strikes in violation of the award were prohibited. Provision was made for the establishment of a Board of Conciliation, to include representatives of the workmen (not the Union) and the operators, to adjudicate differences."

The 1902 anthracite strike, during which two different philosophies of the social order met head to head, had important national repercussions and marked a fundamental shift in the relations between the federal government and American business. The anthracite coal strike of 1902, a confrontation between capital and labor, is among the most significant events in American labor and industrial history. Roosevelt's intervention was the first time that the federal government intervened impartially to settle a labor-management dispute. Before 1902 the federal government's intercession in labor disputes involved military intervention rather than peaceful arbitration. Roosevelt's actions marked the beginning of the federal government's formal recognition of labor grievances.

The Great Strike of 1902 was an important watershed in the labor history of the anthracite coal region. The 1902 strike is notable in that it emphasized that in struggles between capital and labor, the interests of a third party, the public, are paramount.

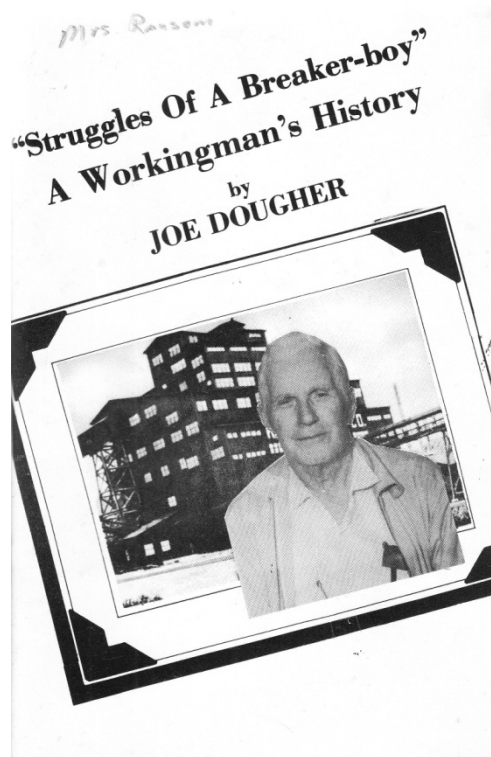
To recognize that fact, that in any confrontation between the point of view of capital (the right of capital to manage as it pleases) and the point of view of labor (the rights of the individual workman and his union), two different philosophies of the social order, that the interests of a third party, the public, are paramount, means, it can be argued, that in the century-long process of industrialization in America that was set in motion when the Delaware and Hudson Canal Company began to ship anthracite coal from the Lackawanna Valley and which reached maturity with the 1902 anthracite coal strike that a new and unprecedented level of maturity had been reached in America in the relations between capital and labor, the two fundamental voices in what we now regard as the modern world.

What took place here in the Lackawanna and Wyoming Valleys of Pennsylvania in the nineteenth century in the interaction between capital and labor represents one of the pivotal events in American industrial and labor history, and impacted not only local, regional, and commonwealth history, but also the history of America.

With the strike over, in 1903, in a very interesting move, the enlightened and ever-vigilant management of the D&H took an interesting step to put local coal speculators out of business by raising the price of coal to the sky-high price of \$6.50 per ton. In an article that was published in a Carbondale newspaper on January 3, 1903, we read:

“COAL AT \$6.50 A TON. / Prices Raised by Delaware and Hudson to Stop Speculating. / For the first time in the history of Carbondale—the city wherein the anthracite coal industry had its birth—the price of coal has soared to the sky-high price of \$6.50 per ton. This flighty figure was announced by the Delaware and Hudson company on Saturday and covers all sizes of coal . . . There is one condition to these prices—the employees of the company are excepted. As is the rule, they are favored and can procure all the concentrated sunshine they need for \$2.50 per ton. / Though the public is howling over this unexpected boosting process, there is an assurance that it will not last long. The purpose of the raise and the immediate effect aimed at are to put local coal speculators out of business. As in other places hereabouts for the past two months, junk dealers and others have turned into coal dealers, shipping coal to points where there is crying need of anthracite and securing prices that have netted them thousands of dollars. These crafty ones not only procured coal themselves, but enlisted the help of every one they could who would get a load of coal for them. It was an easy matter to demand cars for shipping, and thus continued the practice until it not only became a nuisance, but a hardship on the local trade, which had to wait on the pleasure of the speculators to be supplied with coal. To wipe out this discrimination, the Delaware and Hudson company decided on the radical step of placing a price on coal that would be prohibitive to the speculators. When this practice is given its death-blow, the price of coal will come down to normal again. At least this is hinted in official circles, with the further intimation that the hoped-for drop will occur within a few days.” (clipping in Gritman scrapbook dated “Saturday, January 3, 1903”)

Joe Dougher was president of the United Mine Workers local in the Mid-Valley. In 1974 he wrote his autobiography which is titled “Struggles Of A Breaker-boy A Workingman’s History.” A copy of this book was donated to the Carbondale Historical Society on June 20, 2013 by Beth Ransom, Lake Ariel, PA.



INTRODUCTION

THIS IS AN UNUSUAL STORY. It is the story of one man's life-long struggle for equality, not only in the workplace - in this case from the coal mines of Lackawanna County (Pa.) to the steel mills of the Ohio Valley and the woods and mines of the west - but in all facets of the working-class life. It is also an expose of the present leadership of the Soviet Union.

It is unusual because it is not the kind of history found in textbooks. Upon returning from the U.S. Navy (where he laid mines across the North Sea during World War I), Joe Dougher became president of a United Mine Workers Local in the Mid-Valley only to join the Communist Party after years of struggle and repeated betrayals of the workers, even by the national union.

Joe joined the fight against Hitler and Mussolini in Spain in 1939 as Battalion Adjutant in the famous Lincoln Brigade. He was eventually wounded and returned to Pennsylvania.

Joe Dougher became a national leader in the party and in the 1950's during the hysteria of the McCarthy era, he and a dozen other top party officials were put on trial for their beliefs. Joe Dougher was the only member acquitted by the jury because he had defended himself by telling of his concern and struggle for the poor and his right to be a communist.

This autobiography, written by him in 1974, is that story.

Through these years and up until he died in the mid-valley in 1978, his constant "comrade in arms" was his wife "Flossie," the former Florence Wallerstein who was born in Scranton and who shared Joe's concern for the poor and down-trodden.

A word on the Scranton Central Labor Union:

“Central Labor Union Organized Early,” *Scrantonian*, September 10, 1978:

Central Labor Union Organized Early

Scrantonian 9-10-78

The Scranton Central Labor Union, which played such a prominent part in every effort of organized labor not only in Scranton, but the country, was organized in 1889.

In 1889 the Knights of Labor was on the wane in the country at large although still militant in Scranton. The principles of the American Federation of Labor was beginning to become better understood and favored in Scranton. The AF of L in 1886 had declared as one of its main objects “the encouragement of formation of local unions and the closer combination of these societies into state, territorial and provincial organizations to secure legislation in the interest of the working masses; the establishment of national and international trade unions based upon a strict recognition of the autonomy of each trade and the promotion and advancement of such bodies and the aiding and encouragement of the labor press of America.” Printers, painters, tailors, moulders, cigarmakers and progressive workmen took the initiative and a new Central Labor Union was formed in December, 1889. J. W. Hobbs was the first president and James Lewis Jones, secretary. In 1892, John H. Devine, a carpenter was elected president and under his leadership the Central Labor Union increased in member unions and effectiveness and became the recognized center of organized labor. In August 1895, under Charles Corless, the CLU formally affiliated with the American Federation of Labor. Labor Day parades, on the first Monday of September, were promoted and unionism began the stride which in a few years was to make Scranton one of the strongest and closest organized union cities in America.

During the presidency of Martin D. Flaherty, 1897-1900, the CLU had its greatest accession of membership resulting from the unionizing of the anthracite mine workers.

In the long strike of street car men, 1901-1902, the CLU successfully fought the efforts of the Citizens Alliance to break the strike. The Central organization likewise gave substantial aid to the miners in the several strikes and suspensions beginning with 1900.

1902 Anthracite Coal Strike Bibliography

The Clarence Darrow Digital Collection, University of Minnesota, Law Library:

Government Documents (in pdf format):

1. *Argument of George F. Baer before the Anthracite Coal Strike Commission* George F. Baer, president of the Philadelphia and Reading Coal and Iron Company, made this argument on behalf of the operators in the Anthracite Coal Strike.

2. *Report to the President on Anthracite Coal Strike by Carroll Davidson Wright, Commissioner of Labor* President Roosevelt was sufficiently concerned about the anthracite strike that on June 8, 1902, he directed his Commissioner of Labor, Carroll D. Wright, to investigate the strike and report back with his findings. Wright believed that if he went to the anthracite region his presence would be disruptive, so he instead went to New York and interviewed key figures from both sides. He interviewed railroad presidents, bankers, independent mine operators and mine management personnel such as foremen and superintendents. He called on John Mitchell to come to New York so Wright could learn about the miners' side of the issues. Working diligently, Wright compiled a comprehensive report in 12 days which he sent to the President. Roosevelt was worried that he would seem too pro-union if the report was published. Newspapers accused the President of refusing to publish the report because it favored unions which Wright denied. The President made the report public in August of 1902.

3. *Compilation of Grievances and Action Thereon, As decided by the Board of Conciliation* The Anthracite Coal Strike Commission established the Board of Conciliation on March 18, 1903. This compilation is from its first meeting in Pottsville, Pennsylvania on July 9, 1903, to and including the meeting at Wilkes-Barre, Pennsylvania, from September 29-30, 1903.

4. *Report to the President on the Anthracite Coal Strike Commission* Report of the commission appointed by President Roosevelt at the request of both operator and miners, "to inquire into, consider, and pass upon the questions in controversy in connection with the strike in the anthracite region" of Pennsylvania, "and the causes out of which the controversy arose."

5. *Opening Argument for the Operators by James H. Torrey Feb, 1903* James H. Torrey was counsel for the Delaware and Hudson Company.

6. *Arguments during Proceedings of the Anthracite Coal Strike Commission Feb, 1903* This transcript includes arguments given on behalf of both mine owners and mine workers during the Proceedings of the Anthracite Coal Strike Commission. Clarence Darrow's arguments start on page 9841, which is page 79 of this document.

7. *Argument of H.T. Newcomb of Counsel for the Philadelphia and Reading Coal and Iron Company Feb, 1903*

8. *Report of the Department of Mines of Pennsylvania: Part 1 Anthracite 1905* Report on the fifteen Anthracite Districts in Pennsylvania.

9. *Work of the Board of Conciliation Appointed by The Anthracite Coal Strike Commission For Three Years Ending March 31, 1906*

The Anthracite Coal Strike Commission established the Board of Conciliation on March 18, 1903. This permanent joint committee, to be called a Board of Conciliation would mediate grievances or disputes that could not be settled at the mine. The joint committee was to include three members representing a majority of mine workers and three members representing the operators from each district in the anthracite coal industry. In disputes where the Board could not reach a decision, the case went to an umpire appointed by a circuit judge from the United States 3rd Circuit. Any decision made by either the Board or an umpire was binding and final. While a grievance was in hearing, lockouts, strikes or suspension of work was not permitted. Decisions of the Board or umpire became common law for the anthracite industry with past decisions setting precedent for future settlements.

10. *The Passing of the Breaker Boy by Florence I. Taylor, Publication Secretary, National Child Labor Committee* Discussion of how mechanical pickers are replacing breaker boys in the coal mines. Published in the Child Labor Bulletin.

George F. Baer, Clarence Darrow, John Mitchell, and Theodore Roosevelt

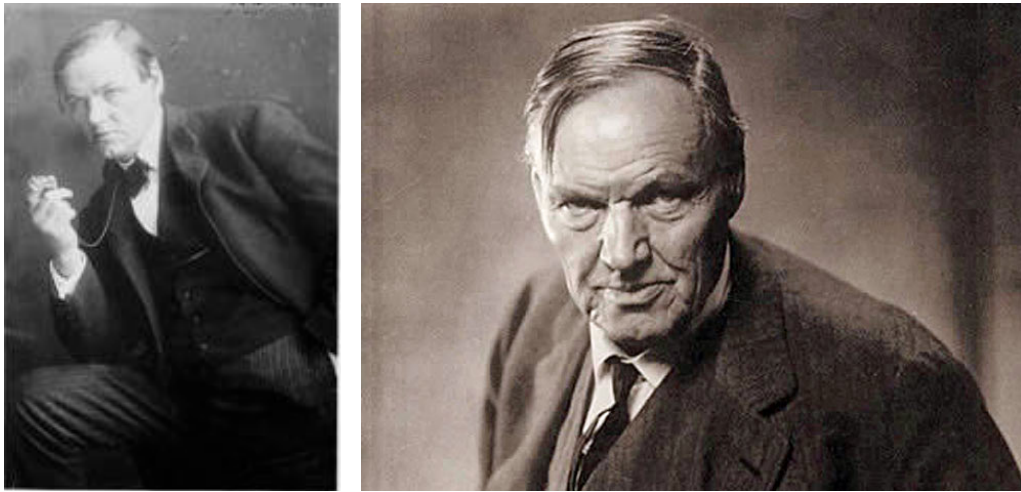
George Frederick Baer:



George Frederick Baer, c. 1904; attorney representing the coal managers

Born September 26, 1842 at Lavansville, PA; died April 24, 1914 at Philadelphia. Attended Franklin and Marshall College. In 1862 he raised a company of volunteers for the Union Army during the American Civil War. In the 133rd Pennsylvania Volunteers, Baer served as a captain at the battles of Antietam, Fredericksburg, and Chancellorsville. Baer studied law and was admitted to the bar in 1864. In 1866, he married Emily Kimmel, and they had five daughters. He moved to Reading, Pennsylvania in 1868 and established a law practice. He was later hired by the Philadelphia and Reading Railroad as their counsel. In 1894 Baer was named the president of Franklin and Marshall College, and retained the post until he died in 1914. In 1901, Baer was installed by financier J. P. Morgan as the President of the Reading Railroad. Soon thereafter, Baer was confronted with the Anthracite Coal Strike of 1902 in the anthracite coal fields of eastern Pennsylvania, the largest united strike of the United Mine Workers. The Reading was a major employer in the region, and Baer refused to put down the strike or speak to the strikers, citing Social Darwinist ideas. Baer's statements on workers and labor relations became rallying cries for the unions. Most famously he wrote in a letter, later leaked to the press, "The rights and interests of the laboring man will be protected and cared for—not by the labor agitators, but by the Christian men of property to whom God has given control of the property rights of the country, and upon the successful management of which so much depends." In closing statements on behalf of the coal managers to the government's Anthracite Coal Commission he stated, on the subject of working conditions: "These men don't suffer. Why, hell, half of them don't even speak English."

Clarence Darrow:



Clarence Darrow, 1857-1938, attorney representing the miners

Clarence Seward Darrow was born April 18, 1857, at Kinsman, OH; died March 13, 1938, Chicago, IL. He was educated at Allegheny College, the University of Michigan, and the University of Michigan Law School. Darrow soon became one of America's leading labor attorneys. He married Jessie Ohl in April 1880. They had one child, Paul Edward Darrow, in 1883. They were divorced in 1897. Darrow later married Ruby Hammerstrom, a journalist 16 years his junior, in 1903. They had no children. Darrow was the attorney representing the miners in the great anthracite coal strike of 1902.

Two (of many) famous statements by Clarence Darrow in the course of his career:

“I have never killed a man, but I have read many obituaries with a lot of pleasure.”

“You can only protect your liberties in this world by protecting the other man's freedom. You can only be free if I am free.”

John Mitchell:



John Mitchell, 1870-1919

John Mitchell (February 4, 1870–September 9, 1919) was a labor leader and president of the United Mine Workers of America from 1898 to 1908. He was born February 4, 1870 in Braidwood, Illinois, a second generation Irish immigrant. He became an orphan when he was only six years old, and began working at that age to support his family. He worked in the coal mines his whole life. When he was fifteen years old, he joined the Knights of Labor in 1885 and was a founding member of the United Mine Workers of America in 1890. He was elected District 12 secretary-treasurer in 1895.

One of Mitchell's earliest challenges in the UMWA was to help incorporate new workers from various ethnicities into the union. There were numerous language barriers, as well as cultural biases and outright prejudice to be overcome. His success in this area helped him become vice-president in 1897.

He was made an international union organizer in 1897 and worked alongside Mary Harris "Mother" Jones before being elected an international vice president the same year. Mother Jones later became disillusioned with him. According to her autobiography, "He had tasted power, and this finally destroyed him." In September 1898, Mitchell became acting president of UMWA after president Michael Ratchford resigned to become a member of the United States Industrial Commission. He won election outright in 1899.

During his tenure as president, the union increased its membership from 34,000 to 300,000, and its treasury from \$12,000 to \$900,000.

He helped organize the National Civic Federation in 1900. He served as fourth vice president of the American Federation of Labor (AFL) from 1898 to 1900, and as second vice president from 1899 to 1913 (although he had lost the UMWA presidency in 1908). When his successor, Thomas Lewis, won approval of a resolution forcing UMWA members to resign from the National Civic Federation, Mitchell left the union. He continued his association with the federation for many years, as well as serving on a number of state and federal commissions.

John Mitchell died from pneumonia in New York City, September 9, 1919. He is buried in Cathedral Cemetery in Scranton.



John Mitchell Addressing a Mass Meeting of the United Mine Workers in Wilkes-Barre, PA, in 1905. Photo in the collection of the Lackawanna Historical Society, Scranton, PA



John Mitchell (February 4, 1870– September 9, 1919), president of the United Mine Workers of America from 1898 to 1908.

In 1924, the “Members of the United Mine Workers of America and Their Friends” erected a posthumous memorial to Mitchell on the grounds of the Lackawanna County Courthouse in Scranton. Here is the exact location of the memorial: 41° 24.471' N, 75° 39.711' W. Given below is a post card view of that memorial, which was dedicated on May 30, 1924:

Bronze statue of Mitchell created by Hazleton architect Peter Sheridan



The John Mitchell Monument, Scranton, Pa.

Text on the Pennsylvania Historical Museum Commission John Mitchell marker on the grounds of the Lackawanna County Courthouse, Scranton:

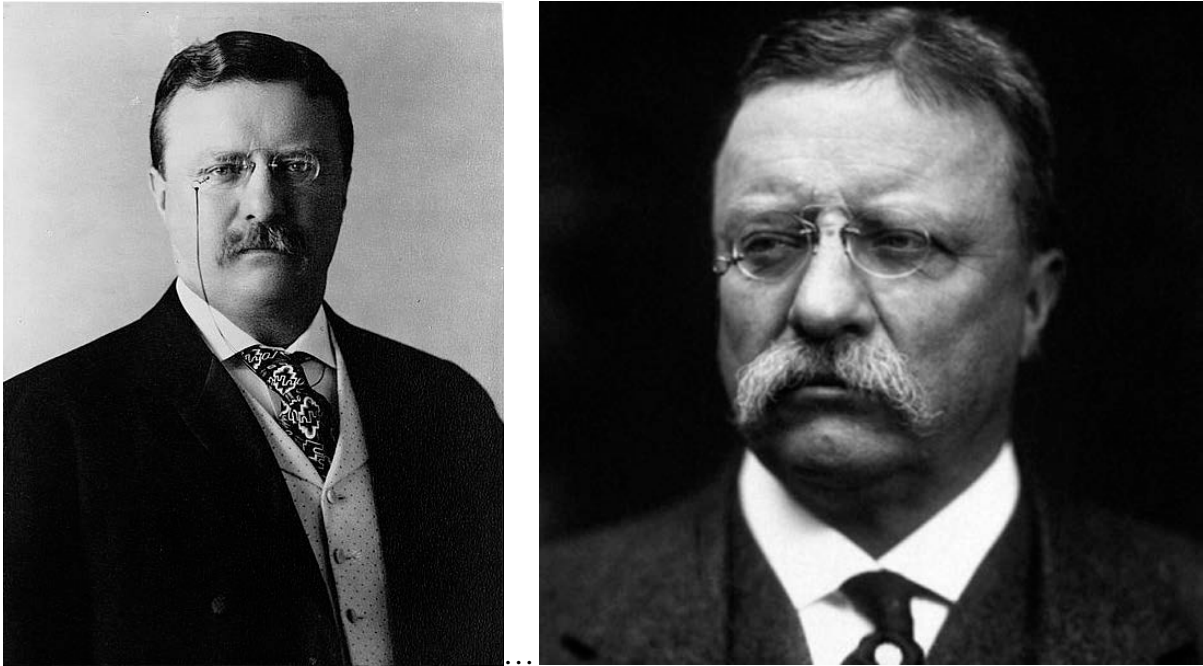
“In May 1902, 150,000 mineworkers struck for six months for union recognition, higher wages, shorter hours, and other demands. The Anthracite Coal Strike Commission, set up by President Theodore Roosevelt, held hearings at the Lackawanna County Courthouse and granted some demands in March 1903. Among the longest in U. S. history, the strike introduced unbiased federal intervention in labor disputes.”

Here is another photograph of the John Mitchell Memorial on the grounds of the Lackawanna County Courthouse in Scranton:



Champion of Labor / Defender of Human Rights/ John Mitchell / 1870-1919

Theodore Roosevelt:



Theodore Roosevelt, President of the United States, 1901-1909

Theodore Roosevelt Jr. was an American statesman, author, explorer, soldier, and naturalist, who served as the 26th President of the United States, from 1901 to 1909. He was born October 27, 1858, Manhattan, New York City, NY, and died January 6, 1919, Sagamore Hill, Town of Oyster Bay, NY.

In the Caboose**Additions for Volume II:**

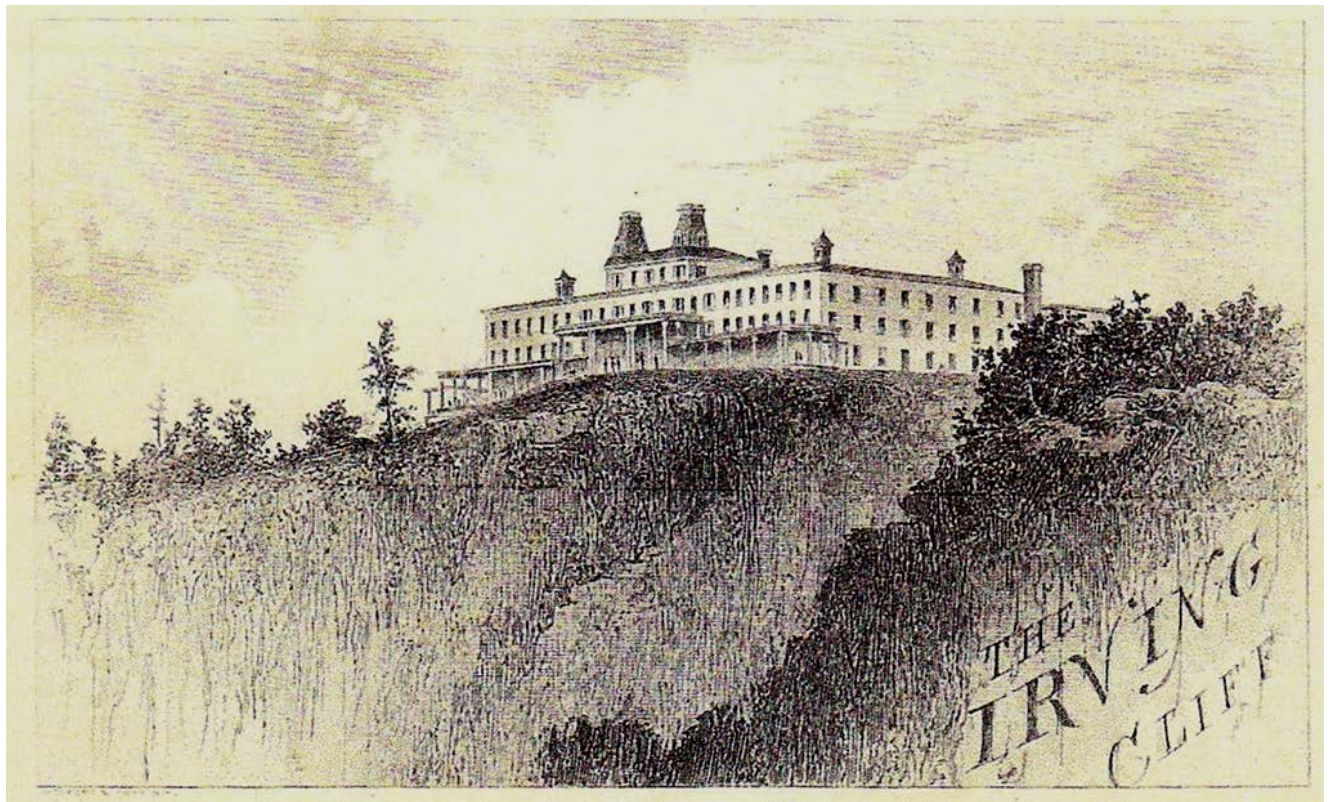
1. The building of the 1845 configuration of the Gravity Railroad.

In *The Carbondale Gazette*, Volume 1, No. 7, Thursday, June 16, 1842, p. 3, column 4, we read:

NEW RAILROAD.—The Del. and Hudson Canal Co. are constructing a new Railroad, with double track, we understand, from this place to Canaan, 10 miles. The grading is to be so done, as to make the cars run of themselves, both ways, with the aid of stationary engines, here and at Prompton, thus saving the entire and heavy expense of horses and drivers. The loaded track is actively progressing and will be finished, it is said, by next spring. This Company appears to be doing a good business, notwithstanding the Schuylkill and Lehigh Coal Companies are selling coal at \$4 per ton. These Companies are probably on the eve of bursting up, or they would not be 'selling off at cost.'

The Del. and Hudson Canal Co. shipped to market last year 49,459 tons more than the Lehigh Co. did. The Lackawanna coal is found to be a very superior article for use on board of steamboats, to either the Schuylkill or Lehigh anthracite.—*Wayne Co. Herald.*

2. The information on Irving Cliff and the Irving Cliff Hotel was made available to the author by Donald W. Powell, "A Country Gentleman on His Paternal Lands," on December 27, 2017:



HONESDALE AND THE IRVING CLIFF.

HONESDALE is one of the wealthiest and the handsomest villages in Northern Pennsylvania, and is 130 miles, about four hours ride from New York City, *via* Erie Railway Pullman Express Trains, and a delightful ride from that city *via* the Delaware & Lackawanna or Central Railroad of New Jersey to Scranton, thence *via* the Delaware & Hudson Canal Company's Railroad, including the famous trip on the Switchback Road over the Moosic Mountains. From Philadelphia, Honesdale is within convenient reach *via* Scranton and the Delaware & Hudson Switchback. Honesdale is located in a valley at the foot of Irving Cliff. It is embowered in the shade of magnificent old elms and maples. It is noted for the number and elegance of its churches, cleanliness and regularity of its streets, the beauty of its parks, the healthfulness of its climate, and the hospitality of its people. The Gravity Railroad or Switchback is one of its attractions. The cars on this run up and down high hills, there being no motive power perceptible to the tourist. At one point an elevation of 2,000 feet above sea level is reached. The road curves abruptly around mountains, and traverses glens and the sides of lofty hills. The ride is exhilarating, grand, indescribable and hundreds of tourists enjoy it daily during the summer and fall months.

The following from the columns of the New York *Tribune*, will give a complete idea of the interest that surrounds the place and Irving Cliff :

"Philip Hone, who was probably the courtliest mayor New York ever had, was the first president of the Delaware and Hudson Canal Company. The beautiful village that sprung from the woods at the head of the canal in Wayne County, Pa., near the coal mines, was called Honesdale in his honor. In the summer of 1844, Philip Hone, John Jacob Astor and other eminent gentlemen interested in the canal, invited Washington Irving to join them in a trip

from New York to Rondout, and then by private packet from that place up the canal to Honesdale. A boat was fitted up in the most elegant manner to carry them. The trip was described in a letter from Irving to his sister in glowing terms. Honesdale is situated between high hills, on a plain through which two romantic mountain streams flow, uniting in the village and forming the Lackawaxen river. There are two wide basins where the streams unite, and the water is formed into two most picturesque lakes. From the eastern shore of one of these, Lake Dyberry, a solid ledge of serried and moss-grown slate rock rises almost sheer to the height of nearly 400 feet. The village itself is 1,200 feet above the sea level.

"This beautiful blending of rock, lake and stream, elicited many expressions of delight from Washington Irving, and he insisted on scaling the rocky height in order to study the surrounding scenery. The entire company climbed to the summit by a circuitous course. The delight of Irving was so great when he reached the summit—from which the country for nearly a hundred miles around is spread beneath the eye—that Philip Hone insisted that the ledge be known as Irving Cliff, and that Washington Irving christen it as such. This he did by breaking a bottle of champagne on the rock."

On the summit of this historic cliff a large summer hotel has been erected in commemoration of the visit of Washington Irving, and in honor of the great author it has been named

THE IRVING CLIFF.

It is a substantial four story castellated building, having a capacity of two hundred guests, and its lofty elevation, 1,600 feet, commands an outlook over a hundred miles of the finest scenery in America. There are 125 spacious bed rooms each having a closet. It has broad verandas both front and rear, is elegant in all its appointments, heated by steam and open grate fires, and is supplied with all modern conveniences including an elevator. The hotel is surrounded by ample grounds, shady groves, rugged rocks, fine walks and drives in all directions, is supplied with the best of water from a celebrated mountain spring, and its high altitude, pure mountain air, good sewerage and water renders it absolutely free from malaria and mosquitoes.

There are numerous mountain lakes within easy reach of Honesdale, the farthest being but a two hours drive, stocked with black bass, perch and pickerel, and many of them with trout, this being one of the best hunting and fishing regions in the State.

Telephone connections with the village whence telegraphic, mail and traveling facilities of the best order and always obtainable. Music throughout the season. Permanent rates made and all other information given on application to

J. W. ALMY, HONESDALE, PA.

Additions for Volume IV:

1. The Basin Bridge in Honesdale: The following item about the Basin Bridge was published in *The Wayne Independent* of Tuesday, August 3, 1954:



2. Photo of the Morss Homestead, Simpson, PA, taken by Mike Bischak, October 9, 1978:



3. The upper half of Plane No. 17 in its final manifestation (snow sheds installed). Electronic print from black and white photo negative in the holdings of the late Dr. Edward Steers:

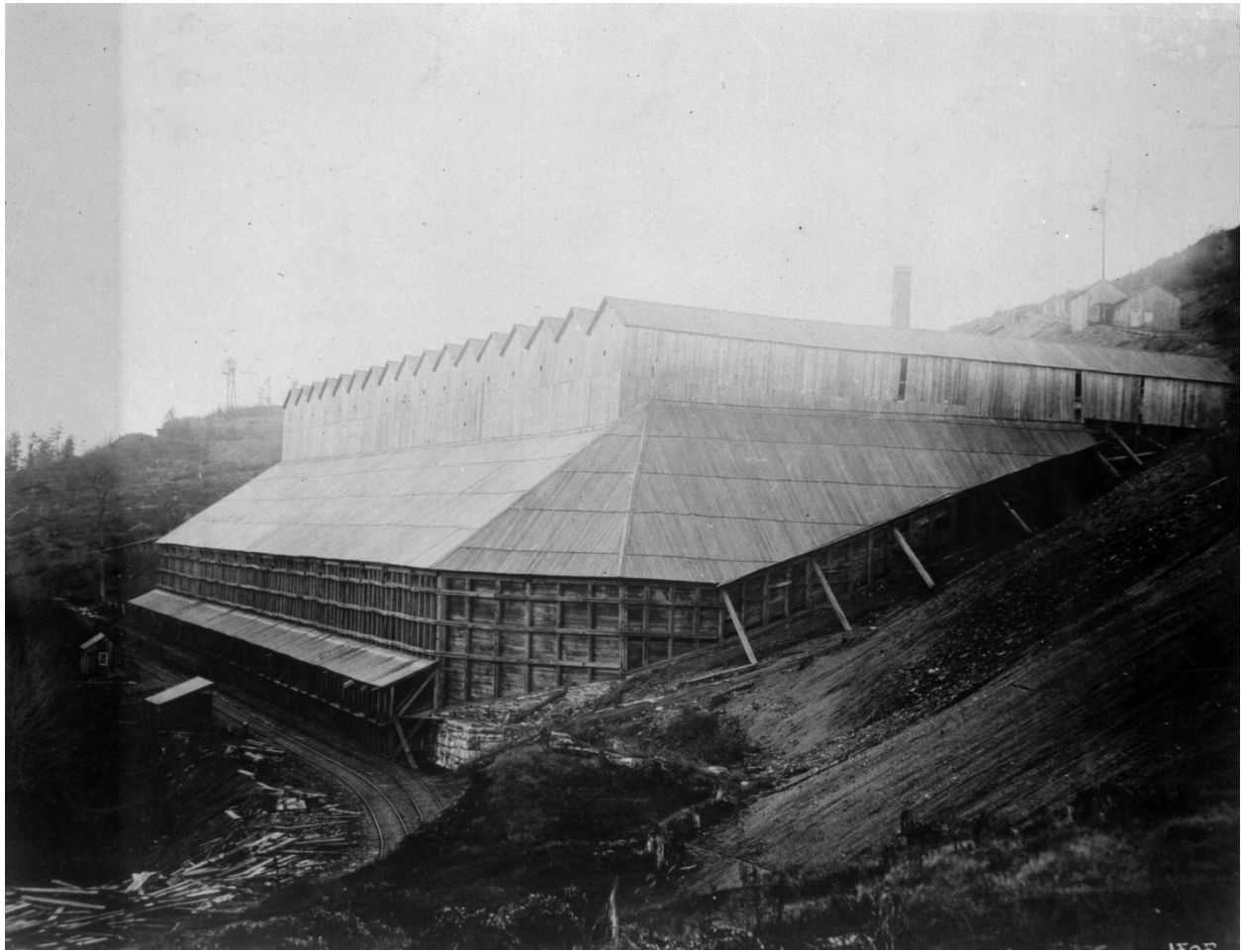


4. The coal pockets above the Lackawaxen River (below the head of Plane No. 13) as it enters Honesdale:



This view of the D. & H. C. Co. coal pockets is an electronic print that was made from a black and white photographic negative in the collection of Sal Mecca, Dunmore. This was one of many negatives that Sal Mecca purchased at the Dr. Edward Steers estate auction.

A roof was ultimately constructed over the coal pockets above the Lackawaxen as it enters Honesdale (see photo in *COP*, p.136; see also that same photo in Volume IV in this series, p. 527). Given below is a good quality electronic scan of that same photograph that was produced from a black and white photo negative from the collection of Dr. Edward Steers:



It would be interesting to learn an estimate of the number of board feet of lumber that were used in the construction of this immense structure.

5. Gravity Railroad passenger cars at the D&H Main Street Station, Carbondale. Shown here is an electronic copy of a black and white photo negative that belonged to late Dr. Edward Steers. This negative is among many negatives that were purchased by Sal Mecca, Dunmore, at the Steers auction (following the death of Dr. Edward Steers). This is a black and white copy of a Hensel photograph that was taken by Hensel from the bridge over the Gravity tracks at the Main Street Station. The foot of Plane No. 1 was located to the left of the cars shown here:



Sprags (used for slowing or stopping the forward movement of Gravity cars)

Two closed and one open-air Gravity Railroad passenger cars

A view of a cut of Gravity passenger cars at the Main Street Station is given on the front cover photo on Volume VIII in this series (Hensel No. 1190: *Del. & Hud. Gravity Road Depot. Stereoscopic Views of CARBONDALE Pa.*, Photographed and Published by L. HENSEL, Port Jervis, N. Y.).

6. In the photograph given below, we see a cut of loaded coal cars being pulled up Plane No. 1 in Carbondale. The copy of this photograph shown here is an electronic print made from a black and white negative formerly in the collection of Dr. Edward Steers:



7. Shown below is a sales receipt from the Dickson Manufacturing Company from 1898 that was purchased by the Carbondale D&H Transportation Museum on November 15, 2017. Our thanks to John V. Buberniak for coordinating this acquisition via E-Bay.

C. H. ZEHNDER
PRESIDENT.

L. F. BOWER
SECY & TREAS.

DE COURCY MAY
GENL. MGR.

13.

Scranton, Pa. Dec 31-1898

BOUGHT OF
The Dickson Manufacturing Company.

LOCOMOTIVES, MINING MACHINERY,

MACHINERY
FOR
POWER TRANSMISSION.

STATIONARY ENGINES
OF EVERY DESCRIPTION
PUMPING ENGINES OF HIGH DUTY TYPE,
BOILERS, HEAVY & LIGHT CASTINGS, CUT GEARS.

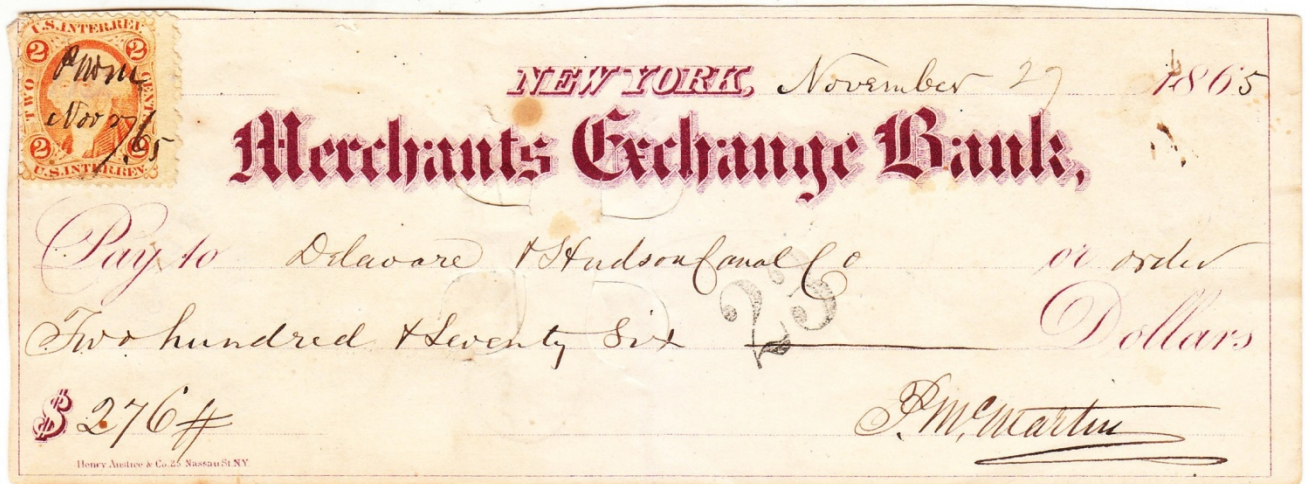
HEAVY
AND
LIGHT FORGINGS.

TERMS

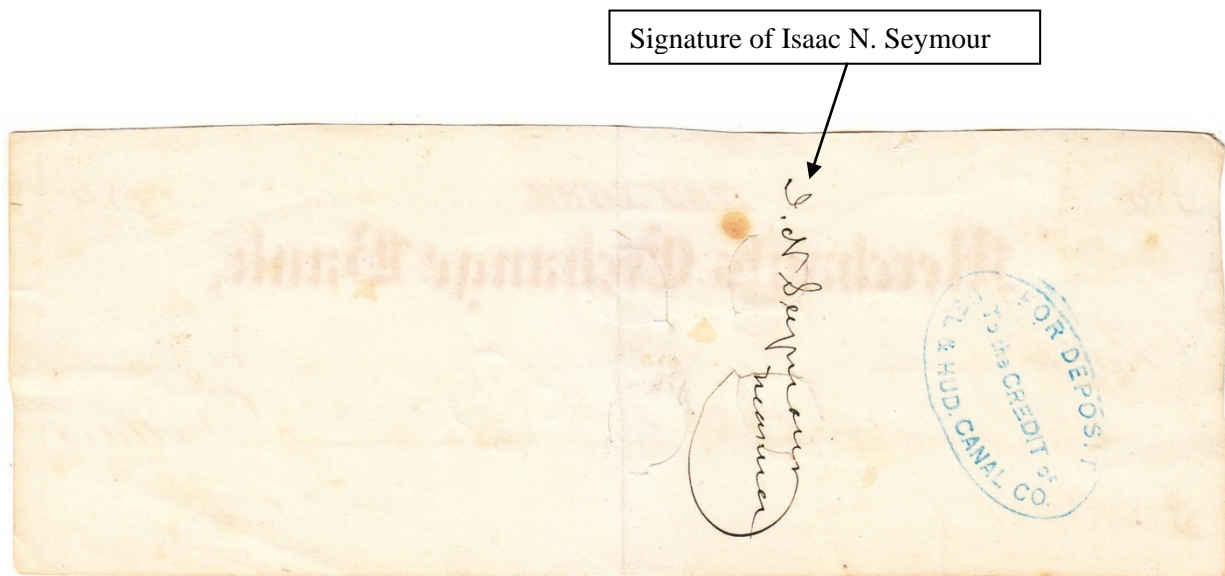
Woodward 31	24. Cast 8" Hex Pulleys 1319	2417	2	4834 ✓	439472
	24. " Base Plates 1098	200	1 3/4	350 ✓	
	24. 10 1/2" Spindles	24	12 1/2	300 ✓	
	24. 11 1/2" Hex nuts				
	Lab on for chus (5)				
				3930	9414
					448886

Forward

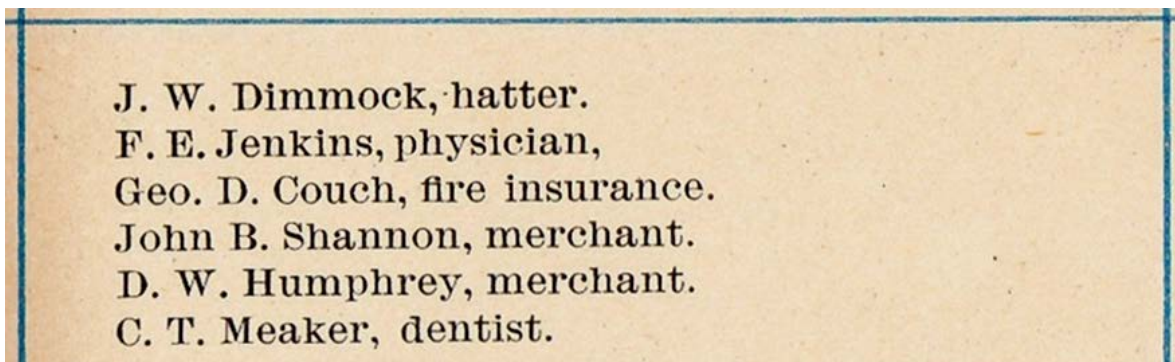
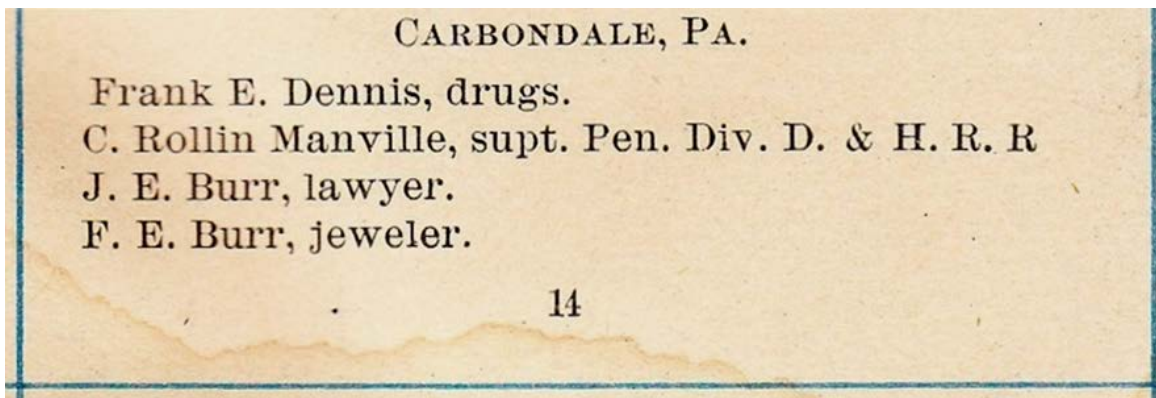
8. Check drawn on the Merchants Exchange Bank of New York for \$276 dollars, check dated November 27, 1865, check payable to "Delaware & Hudson Canal Co" and signed by "P. McMartin". Check donated to Carbondale D&H Transportation Museum on November 22, 2017 by John V. Buberniak.



Back of check: stamped "FOR DEPOSIT TO THE CREDIT OF DEL. & HUD CANAL CO" and endorsed by "I. N. Seymour / Treasurer":



9. C. R. Manville, Superintendent of the Pennsylvania Division of the D. & H. Railroad was a member of the Carbondale chapter of the Improved Order Heptasophs. That we know from a membership directory for that organization that was found in the attic at 148 Pike Street, Carbondale, by the present owners of that house, Walter and Anne Marie Shumski in January 2018. The treasurer's log book for the Carbondale chapter of that order was also found at the same time. That directory and that log book were donated to the Carbondale Historical Society on January 11, 2018. Here is the list of the Carbondale members of the Improved Order Heptasophs that is reported on pages 14-15 of that directory:



2. Shown below is a sales receipt from The Weston Mill Co., Limited, date August 13, 1889, that was purchased by the Carbondale D&H Transportation Museum on November 15, 2017. Our thanks to John V. Buberniak for coordinating this acquisition via E-Bay.

Anthracite Mills.
Carbondale Mills.

Scranton, Pa., *Aug 13th 1889*

J. L. & W. R. Co.

Bought of *The Weston Mill Co., Limited,*

Lackawanna
Steam Cracker and Cake Bakery.

Millers & Bakers.

<i>Aug 11</i>	<i>6000 Bu Corn in Shrs</i>	<i>55¢</i>	<i>3300 ✓</i>	
	<i>6000 " Or White Oat</i>	<i>1.42</i>	<i>8520 ✓</i>	
<i>13</i>	<i>3000 " Or 2nd Oat</i>	<i>39¢</i>	<i>1185 ✓</i>	<i>7035 ✓</i>
			<i>7035 00</i>	

*3000 of above white oats for
 white feeding
 made
 2. Vouchers*

3. The first reunion of the employees of the D&H Gravity Railroad and the employees of the Pennsylvania Coal Company's Gravity Railroad was held on Saturday, September 3, 1904, at Nay Aug Park, Scranton. When Volume V in this series was published, it appeared that this reunion was held on September 6, but we now realize that that date is incorrect. The following article about that 1903 reunion is in the holdings of the Lackawanna Historical Society in Scranton:

Saturday, September 3, 1904

Sept. 3-1904

VETERANS OF OLD GRAVITY RAILROAD HOLD REUNION AT NAY AUG PARK.

Men who ran first gravity trains gather with wives and families and recounted their experiences of days gone by--Hon. Homer Greene, of Honesdale, delivered address.

DAVID J. SMITH WAS ELECTED PRESIDENT.

The first of a series of reunions which promise to become famous in Lackawanna & Wayne Counties was held today at NayAug Park. It is a reunion of the employees of the old Delaware & Hudson and Pennsylvania Gravity Roads. There were several hundred at the park this morning and there will be hundreds more there before the day is over.

From nine o'clock on there was a steady stream of old Gravity railroad men pouring into the park from all parts of the two counties. There were scores of men who have worked in these sections since 1850 & who have seen the city of Scranton & the entire Lackawanna valley grow out of its swaddling clothes & develop into the great industrial centre which it is.

There were the men there who ran the first train over the Pennsylvania gravity tracks & the men who ran the last train over the road. They were full of reminiscences, and the way they lived their railroading days over again was a delight to the old men & a store of knowledge for the younger ones.

There were men there who were in the employ of the gravity for half a century and more. There were men there who worked for it only a few years. The oldest living employee of the Pennsylvania company was there. He is living in Dunmore & his name is David J. Smith. Every one there knew him or of him, & when the time came for the election of officers no one thought of anyone else for the place.

It was Mr. Smith, with a few others, who conceived the idea of getting up the reunion & having the employees of the old time gravity ~~roads~~ roads meet annually and keep up their acquaintance and spirit of good fellowship. The men who were associated with him in arranging the details of the organization were:-C. Snyder; M.H. Taylor; Albert Shafer; the first three from Dunmore, the latter from Gravity & Thomas English, of Pittston.

They met together and arranged for the first reunion to be held at Nay Aug Park today. They communicated with every man who ever worked for the Gravity road, either the Pennsylvania or the Delaware & Hudson & requested them to attend. They responded in great numbers one coming from as far as Middletown, N.Y. to be present.

Before the organization was effected the men stood around and talked of the old times when they were young men & were working on the gravity when the coal mines in this part of the ~~xxx~~ state were beginning to be developed. The one man above all others who could tell them of the beginning of the train business on the Pennsylvania was "Dud" Watrous. His right name is Dudley, but if you called him by that name at Nay Aug today the people there would have told you they didnt know the man, but say "Dud" Watrous & every man, woman & child there could tell you whatever you wanted to know about him.

"Dud" is the man that ran the first train of coal cars ever run over the Gravity to Hawley. He started from Dunmore with a train of 12 cars. With him were Dave Frost & John B. Smith. The latter afterward became the general superintendent of the road and was one of the most popular officials that ever presided over it. The men all thought well of him and when he died

they all mourned for him.

"Dud" now lives in Hollisterville, & is running a farm & living easy. He tells of the first trip made over the road. They got to Lake Ariel & then they had to fire up with wood to get a train loaded with coal up a plane. They left Dunmore at 2 o'clock in the afternoon of one day in June, 1850 & landed at Hawley at 8.30 o'clock in the evening. because Smith wouldnt have any other way than to get to Hawley that night.

To celebrate the event of the transportation of the first train over the road the men were taken to the hotel at Hawley & Smith told the hotel keeper to give the men what they wanted & as often as they wanted it & he would settle the bill & he did.

They had their refreshments & then the people of the town to celebrate the opening of the road had a dog fight & a prize fight between two local pugs. It was a great night in Hawley.

Then the last man that ever ran a train over it was Eber Branning who now lives at No. 6. It was while the road was being torn up in the latter eighties & after the rope had been taken from the engine at the plane at Lake Ariel, what was then Jones' lake. A party of excursionists wanted to go over the road to the lake. There was only three carloads, but Mr. Smith had the rope put back on the engine & Branning hauled them over there. It was the last excursion on the gravity. The work of destroying the road & putting in a steam road was then pushed to completion.

"Bob" Hedley was the first man that ever ran a freight train over the road. He took the train from Port Griffith to Hawley. It was an epoch making period in Bob's life, as well as in the career of the railroad.

These men had the chance to tell these facts over & over again today, & their old time friends never seemed to grow weary of their telling it.

There had been several hours spent in these pleasant reminiscence stories when the gathering was called together in the pavilion & the organization effected.

The officers elected were:-President, David J. Smith of Dunmore; vice-president, A.C. Snyder, of Dunmore; secretary & treasurer, Wm. Hand, of Dunmore.

President Smith appointed the following committees: Resolutions, C.C. Hubbard, Alex Correll, G.W.B. Allen, & E.A. Wonnacot; Constitution, Charles P. Savage, George Lorenz, P.J. Walsh, & A.C. Snyder. This organization was made permanent.

They did not decide today where the next meeting will be held but it will be announced in ample time for the members to have notice. It is the intention of holding reunions at different places in the different years.

The program was presented this afternoon beginning at 2 o'clock, when speeches were made by several of the members present. The address of the day was delivered by Hon. Homer H. Greene, of Honesdale. Mr. Greene is the idol of the Wayne county people. He has a reputation as an orator & a poet. The people out there think as much of him as men can think of a fellow man & the eagerness with which the men listened to him proved the hold that he has upon their hearts.

Mr. Greene's father was an old Gravity railroad workman & was one of the popular men on the road. The speech by his son today was a most delightful treat to the men who had the pleasure of hearing him. It was delivered too late to be published in the Times.

The secretary kept a register in which all the names of the present were placed as fast as they came to the park. Those who had registered up to the noon hour were as follows. but

there were fully as many again that registered during the afternoon, but too late for publication.

D.K. WATROUS--Hollisterville
DAVID J. SMITH--Dunmore
ALEX CARROLL--Hawley
A.J. NEWTON--peckville
S.L.M. SNYDER--Jermyn
C.W. HUBBARD--Kizers
HILAND NICKERSON--Dunmore
J.P. ROSENKRANCE--Pittston
GEORGE TURNER--Dunmore
J.L. BROWN--Scranton
WILLIAM HAND--Dunmore
ALBERT SHAFER--Gravity
CHARLES CROUP--Dunmore
A.J. WIDNER--Dunmore
WILLIAM MAXWELL--Dunmore
DAVID BISHOP--Hawley
ANDREW DECKER--Avoca
A.C. SNYDER--Dunmore
A.C. HEDGLIN--Drinker
V.B. STONE--Scranton
GEORGE MOORE--Dunmore
RHODES BERRY--Dunmore
W.B. SWINGLE--Ariel
C.A. MASTERS--Gravity
J.E. MASTERS--Scranton
ROBERT DAMPMAN--Pittston
SIMON WORKS--West Pittston
JOHN MITCHELL--Scranton
P.L. MAIN--Chinchilla
JOHN CLIFFORD--Dunmore
CHARLES ELLSTON--Dunmore
EMERY SWINGLE--Kizers
M.H. RHODES--Dalton
L.A. BARHIGHT--Gravity
B.E. MITCHELL--Drinker
EBER BRANNING--Dunmore
CHARLES HINES--Scranton
SAMUEL ELSTON--Pink
DANIEL WONNACOT--Waymart
G.W.B. ALLEN--Dunmore

F.M. SHAFER--Gravity
E.A. WONNACOT--Carbondale
NESBIT SHAFER--Gravity
WILLIAM FITZSIMMONS--Drinker
Q.M. CURTIS--Pink
GEORGE SCHULTZ--Scranton
WILLIAM HARPER--Olyphant
JAMES^N BIGART--Ariel
J.C. TUTHILL--Peckville
THOMAS RENDLE--Pittston
JOHN HINEY--Drinker
WILLIAM ELSTON--Pink
P.J. WALSH--Dunmore
J.B. MOTT--Hollister
FRESBING BRUNDAGE--Pink
CHARLES MATTHEWSON--Pittston
W.H. SHAFER--Gravity
MICHAEL GANNON--Dunmore
FRANK PICKERING--Peckville

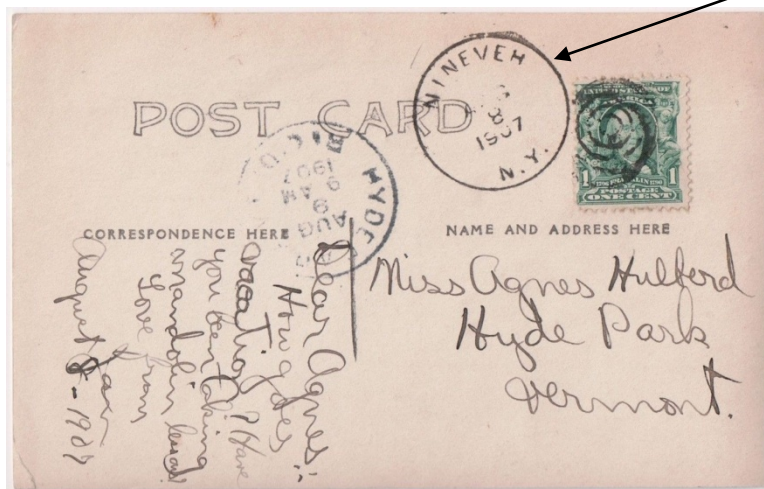
WINDSOR FOSTER--Peckville
A.B. THROOP--Peckville
JOHN FOSTER--Peckville
DANIEL BRUNDAGE--Turkey Ridge
R.M. HOUSE--Wimmers
THOMAS SPANGENBURG--Carbondale
ORLANDO FOSTER--Peckville
GEORGE LORENZ--Arhhbald
JAMES H. HALLECK--Dunmore
S.A. VANDERVOORT--Carbondale
KANCEY HUBBARD--Kizer
J.F.C. SHAFER--Carbondale
MARVIN CORRELL--Dunmore
JESSUP KIZER--Maplewood
LAFAYETTE DECKER--Moosic
ERASTUS HEDGLIN--Ariel
GEORGE W. THOMAS--Peckville
R.A. WILLIAMS--Scranton
S.J. CALLENDER--Peckville
BIRTLEY STANTON--Dunmore
CHARLES P. SAVAGE--Dunmore
A. KING--Scranton
AUSTIN B. VANDERVOORT--Ariel
GEORGE HOPMAN--Pittston
A.F. EMERY--Wimmers
WESLEY STANTON--Middletown,N.Y.
S.R. ROBBINS--Wilkes-Barre
A.W. SHAFER--Dunmore
A.M. VICKER--Hawley
N.V. ROBBINS--Carbondale
DANIEL SMITH--Dunmore
JAMES BANKS--Pittston
CORNELIUS SHAFER--hawley
JOHN MURPHY--Dunmore
JUSTUS CAREY--Varden
JOHN CURRAN--Scranton

Additions for Volume XII:

1. Post card view of Nineveh Junction, N. Y. that was offered for sale on E-Bay on December 14, 2017. Our thanks to John V. Buberniak for bringing to our attention this card.



Reverse of post card shown above:



Post card mailed
August 8, 1907
from Nineveh

2. Coal “direct from the mines” for markets in upstate New York: Our thanks to John V. Buberniak for bringing to our attention this receipt, which was offered for sale on E-Bay on 01-04-2018.

FOLIO _____ THE "OLD RELIABLE" GLENS FALLS TRANSPORTATION COMPANY'S YARD

OUR STANDARD: 2000 LBS.
A TON: NEVER LESS

Glens Falls, N. Y. Jan 1 1899


m. Wm. E. Spier bought of

GLENS FALLS COAL CO.

WHOLESALE AND RETAIL

Lackawanna

G. F. PORTLAND CEMENT



"D. & H." COAL DIRECT FROM MINES

Lehigh

SEWER AND DRAIN PIPE

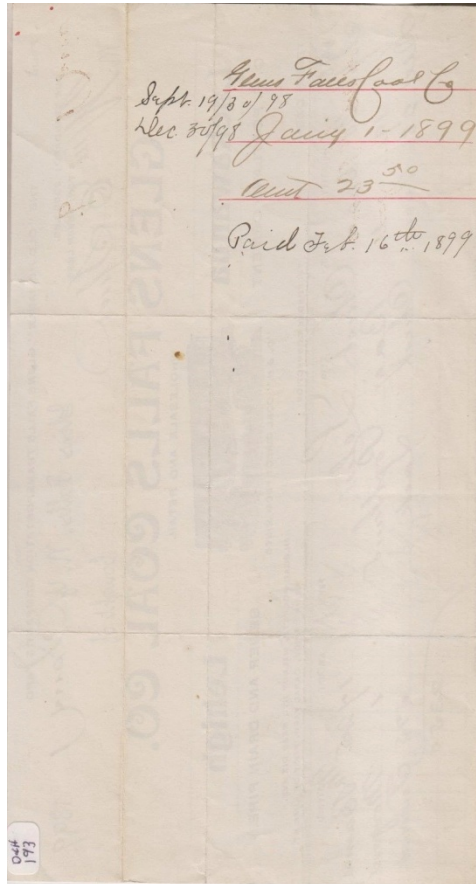
TERMS CASH TELEPHONE CONNECTION RAILROAD POCKETS, WALNUT ST., NEAR DIX AVE.
MAIN OFFICE, CANAL YARD, FOOT OF LIME ST.

DATE	QUANTITY	SIZE	KIND	PRICE	AMOUNT	REMARKS
1898 Sept 30	6000		Chest Lehigh		17.75	Mr. Barnes
19	1		Bag Portland		1	Morgan
Dec 28	2000		Chest Lack		5.75	Friedrich
					23.50	

Branch Offices all over town, where orders can be left and payments made.

"D. & H. COAL
DIRECT FROM
MINES"

Back of receipt shown on preceding page:



3. Visitor to Carbondale from New Hampshire: On July 27, 1872, Mrs. Rosina D. Wood came to Carbondale and received calls, at 15 cents each, at the Keystone Hotel. The following notice was published in the *Carbondale Advance* of July 27, 1872, p. 3:

“**The Mammoth Queen.** / Mrs. Rosina D. Wood—the New Hampshire Fat Woman—the Mammoth Queen—weighing 815 lbs. avoirdupois, is at the Keystone Hotel in this city to-day. She is accompanied by her husband, and receives calls at 15 cents each. She is truly a physical wonder, and converses intelligently.” (*Carbondale Advance*, July 27, 1872, p. 3)

4. The eyeglasses shown below, together with the optical cloth shown, were offered for sale on E-Bay on April 4, 2016. From that optical cloth, we learn that “Don G. Lull, / 164 Main Street, Oneonta, N. Y.” was the “Official Examiner / For / Delaware and Hudson Railroad Corp / All Divisions since 1922.” In Oneonta, NY, at 164 Main Street, Lull provided “Satisfactory Eye Service”; in Norwich, NY, Lull, in partnership with Ryan, provided “Satisfactory Eye Service” at 7 South Broad Street. Our thanks to John V. Buberniak for bringing to our attention this interesting D&H item.



Additions for Volume XIV:

1. Thomas Smith: D&H general freight agent in Carbondale, c. 1900

From the biographical portrait of Robert Tinker (p. 520) that is given in *Commemorative Biographical Portrait of Northeastern Pennsylvania*. . ., 1900, we learn that Ella Tralles (one of the sisters of Mary A. Tralles, who married Robert Tinker in 1874) married Thomas Smith, who was the general freight agent for the D&H in Carbondale. Our thanks to Donald W. Powell, who brought to our attention that fact in December 2017.

2. D&H Freight Office, Wyoming Avenue and Pine Street, in 1914. This newspaper clipping, from the *Scrantonian* of November 15, 1959, is in the holdings of the Lackawanna Historical Society, where the author scanned it on February 15, 2018.



Additions for Volume XV:

1. D&H engine No. 500:

This engine is shown on the cover of Volume XV in this D&H series; also on page 67 in Volume XV. It is also given on page 5 in the March 2018 issue of the *Bridge Line Historical Society Bulletin* with the following caption:

“D&H 500 with local at Carbondale, PA on November 9, 1951, about seven months before its scrapping. Engine 500 is a bit of a rarity for early engines in that its number never changed during its almost 50 years of service. Built by Alco Schenectady (builder #27651) in 1903 as a center cab (camelback) engine, the class D3 was rebuilt in 1927 to the configuration you see here. For the rest of its long life, the 4-6-0 soldiered on, with no number change, most likely in commuter service in Pennsylvania, just as you see in this Robert C. Collins photo. Collection of Robert K. LaPorte, BLHS Archives.”

Additions for Volume XVI:

1. Car wheels for sale at Van Bergen Foundry, Carbondale (*Carbondale Leader*, June 2, 1882, p. 1):

**VAN BERGEN & CO.
FOUNDRY**

—AND—
MACHINE WORKS,

NEAR R. R. DEPOT,

Carbondale, Pa.

ESTABLISHED IN 1833.

DEALERS IN

**Hardware, Iron, Steel, Belting, Nails,
Steam, Water and Gas Pipes
and Fixtures.**

A large assortment of
**Ranges, Cook, Parlor and Office
STOVES,**

AT VERY LOW PRICES, FOR CASH.

**Plumbers, Gas, and Steam Fitters
STORES.**

HOUSE FURNISHING GOODS.

Tin Ware,

Manufactured of the best stock and by experienced workmen.

IRON AND BRASS CASTINGS
of any description made at short notice.

→ **CAR WHEELS,**
MADE OF THE BEST CHARCOAL IRON.

Special attention given to
Machinery Repairs.

BUSH'S PATENT
Cast and Wrought iron Fences,
THE BEST IN THE MARKET.

ENTIRE SATISFACTION GUARANTEED.

“CAR WHEELS,
MADE OF THE
BEST
CHARCOAL
IRON.”

VAN BERGEN & CO.

(Limited)
FOUNDRY
AND

MACHINE WORKS,

OPPOSITE R. R. DEPOT,

CARBONDALE. PA.

ESTABLISHED IN 1833.

DEALERS IN

Hardware, Iron, Steel, Belting, Nails,
Steam, Water & Gas Pipes & Fixtures.

HOUSE FURNISHING GOODS

TINWARE.

Bushes' Patent Cast and Wrought Iron
Fence, best in the market. Plumbers' Gas
and Steam Fitters' Store.

Manufactured of the best stock and by
experienced workmen.

IRON AND BRASS CASTINGS

of any description made at short notice.

*A large assortment of Ranges, Cook, Parlor
and Office*

Stoves at very Low Prices

for Cash.

"Car Wheels made
of the Best
Charcoal Iron."

→ **Car Wheels made of the Best Charcoal**

Iron. Special attention given to

MACHINERY REPAIRS.

Entire Satisfaction Guaranteed.

2. Shown below are two sales receipts from Van Bergen & Co., Founders, Machinists, Plumbers, and Tinnern, both dated 1884. These receipts were purchased by the Carbondale D&H Transportation Museum on November 15, 2017. Our thanks to John V. Buberniak for coordinating these acquisitions via E-Bay.

CARBONDALE FOUNDRY & MACHINE WORKS.

CARBONDALE, PA., *Nov 29 1884*

M. J. Wagon Water Co

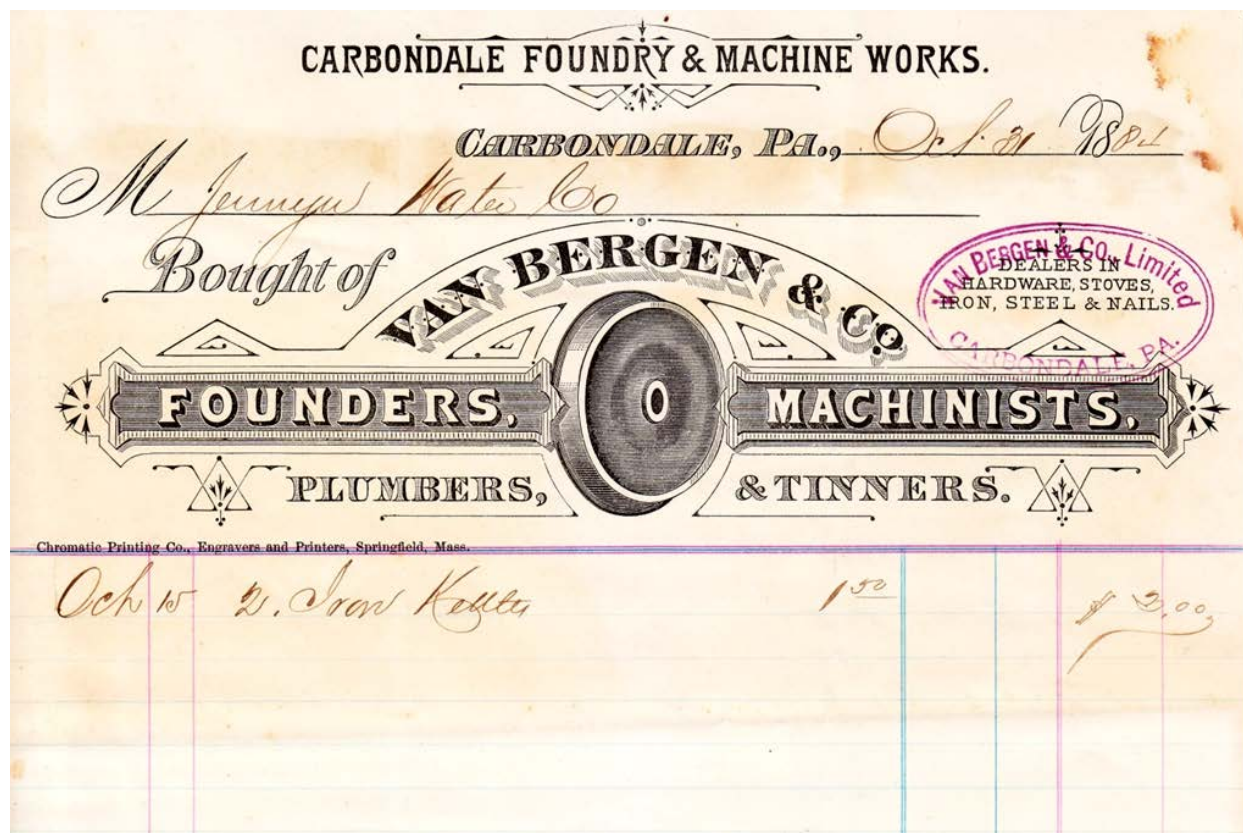
Bought of **VAN BERGEN & Co.**

DEALERS IN
HARDWARE, STOVES,
IRON, STEEL & NAILS.

FOUNDERS, MACHINISTS, PLUMBERS, & TINNERS.

Chromatic Printing Co., Engravers and Printers, Springfield, Mass.

Nov. 25 4 Iron Kettle		1 ⁰⁰	2	Subtotal, and to be paid on this order
24	1/2 Plug	2 1/2	60	
2	Coq Head	16 1/4	56	
4	hp Boxes	55 1/4	192	
4	hp Rack	62 1/4	217	
2	Wrot. Shaft & Cranks	50	2	
2	Water Keys	22	88	
11	hp Forging	50	550	6 38
8	hp Turning	50	4	
2	hp Planing	60	120	
8	hp Drilling	40	320	45 03
				22 03



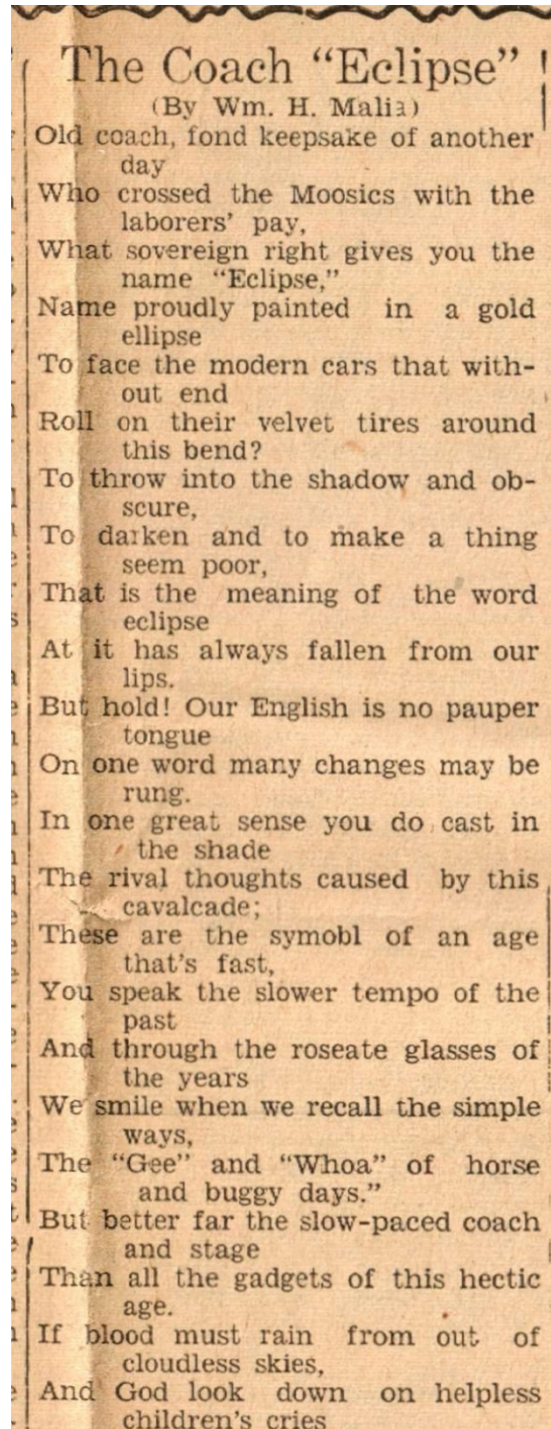
3. Clarification for page 102 in Volume XVI: The initials on page 5 of the *June 2 June 5, 1927 Inspection of Lines* book, J. T. L., are those of James Tabor Loree, who served as Vice President and General Manager under his father Leonor F. Loree. Our thanks to John V. Buberniak for this clarification on November 12, 2017.

4. Shown below is the April 1981 photo from the Railway Calendar produced by the Lackawanna & Wyoming Valley Chapter, National Railway Historical Society. In this photo are seen Delaware and Hudson PA-1's 17, 19, and 18 in the D&H Hudson Yard on Sunday, April 21, 1974. In the caption on this photo are reported very interesting details about this Pennsylvania Division special. An original copy of this *Railway Calendar* is in the holdings of the Lackawanna Historical Society, where the author scanned this photo on February 15, 2018.



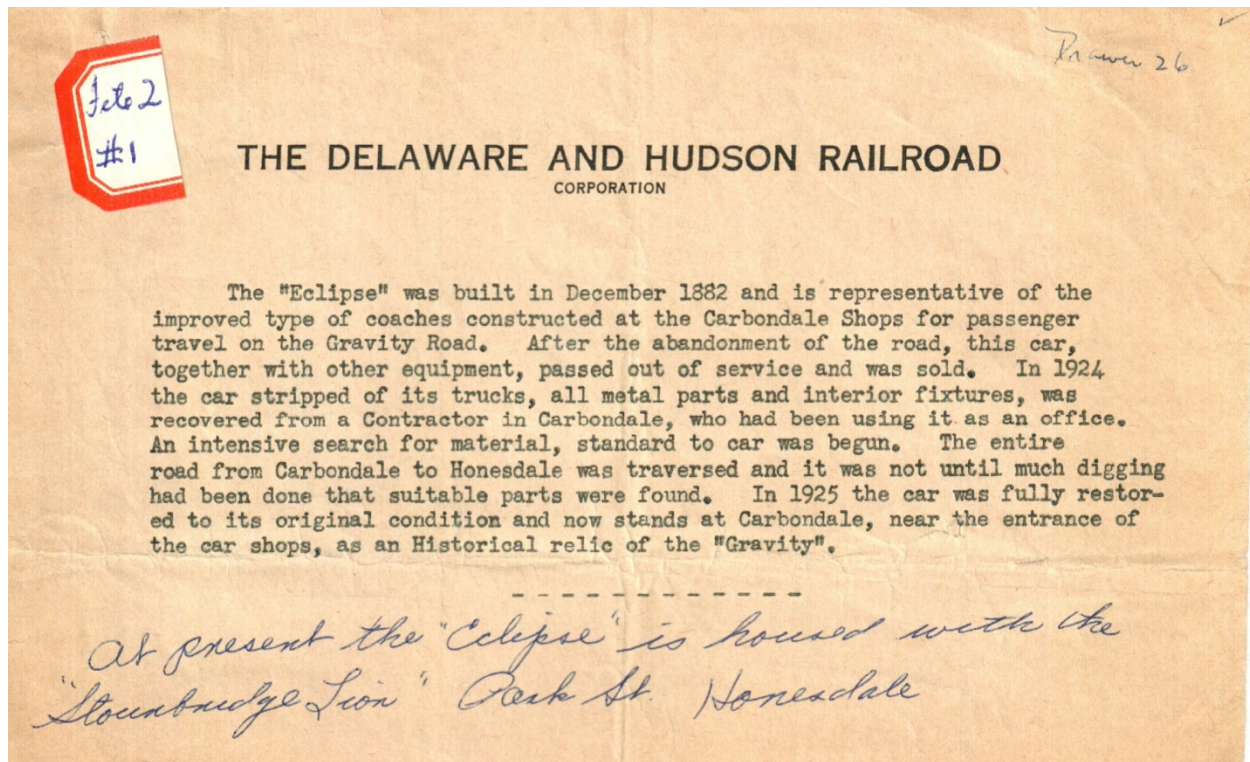
Delaware & Hudson PA-1's 17, 19, and 18 prepare to leave D&H's Hudson yard near Wilkes-Barre with the "Penn Division Special" on Sunday, April 21, 1974. The train, operated on both Saturday and Sunday from Hudson yard to Oneonta, N.Y., and return, was the first passenger train to operate on the D&H's Pennsylvania Division since 1952.

5. The *Eclipse*: see Volume XVI, Section 1611, pp. 46-50: the newspaper clipping given below, titled "The Coach 'Eclipse'" (By Wm. H. Malia)" is in the holdings of the Wayne County Historical Society:



And women butchered in their peace
ful rounds
By bombers who can know no
decent bounds.
We know that other times had other
strife,
But it was man for man and life
for life.
Then navies fought where navies
could be seen
And not the dark and sneaky sub-
marine
Whose dirty, circumspective duty's
done
When it can do the sea lanes "hit
and run,"
To fire its bolt and cowardly sub-
merge,
A devil fish beneath the ocean's
surge
That leaves its victims on the toss-
ing main
And hopes they'll never see the land
again.
If this be progress in the sky or
ships,
Oh, give us back the days of the
"Eclipse."
~~But no, not always shall inventive~~
~~skill~~
Become a tool for those with lust
to kill,
Not always shall the fruitage of the
mind
Be made a scourage and curse of
humankind,
Nor tyrant, prating of his country's
good
Seek might through evil as through
seas of blood.
We hail the day when arts for peace
ful use
Shall not be subject to a fiend's
abuse,
When flowery Progress walks the
earth again,
Not followed by the spectres, Death
and Pain.

The note given below about the *Eclipse* is also in the holdings of the Wayne County Historical Society, where it was copied on February 17, 2018 by the author:



Additions for Volume XVII:

1. Seven photographs of a drag line on the West Mountain above Carbondale. These photographs were made available for publication here by Dean Cerra, Greenfield Township, via Tom Brennan, on September 8, 2017:







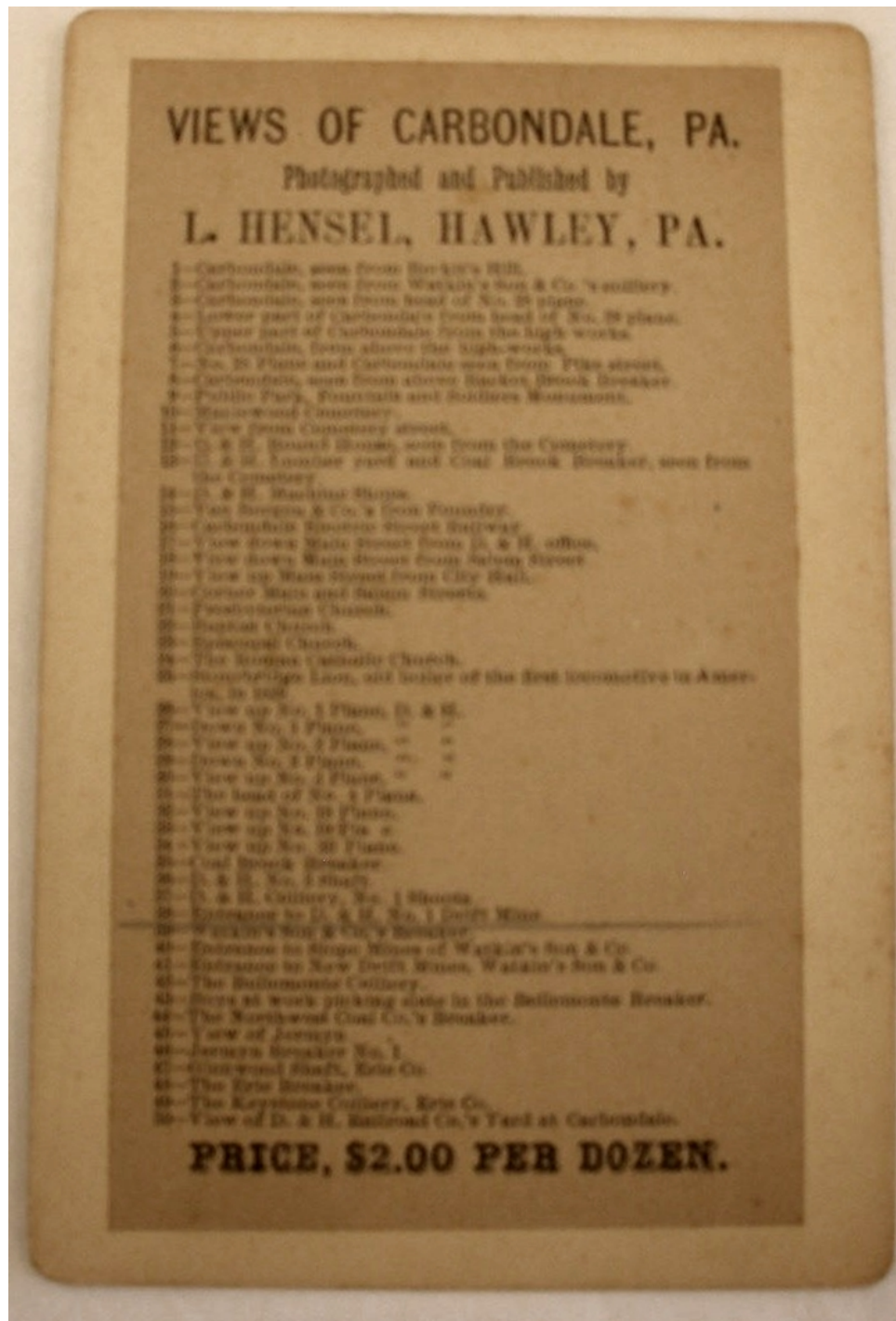








2. A previously unknown series of views of Carbondale by L. Hensel came to light on September 19, 2017, when John V. Buberniak discovered the following Hensel item for sale on E-Bay:



Here is the image on the front of the card:

VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY,
PA./ 38—*Entrance to D. & H. No. 1 Drift Mine.*



Here is a close-up of the mine entrance and the principal figures:

VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY,
PA./ 38—*Entrance to D. & H. No. 1 Drift Mine.*



Here, in three scans, is the list of photographs that is given on back of this Hensel photo card of
“*VIEWS OF CARBONDALE, PA.* / Photographed and Published by / L. HENSEL, HAWLEY,
PA.”

VIEWS OF CARBONDALE, PA.

Photographed and Published by

L. HENSEL, HAWLEY, PA.

- 1—Carbondale, seen from Berkit's Hill.
- 2—Carbondale, seen from Watkin's Son & Co.'s colliery.
- 3—Carbondale, seen from head of No. 28 plane.
- 4—Lower part of Carbondale from head of No. 28 plane.
- 5—Upper part of Carbondale from the high-works.
- 6—Carbondale, from above the high-works.
- 7—No. 28 Plane and Carbondale seen from Pike street.
- 8—Carbondale, seen from above Racket Brook Breaker.
- 9—Public Park, Fountain and Soldiers Monument.
- 10—Maplewood Cemetery.
- 11—View from Cemetery street.
- 12—D. & H. Round House, seen from the Cemetery.
- 13—D. & H. Lumber yard and Coal Brook Breaker, seen from
the Cemetery.
- 14—D. & H. Machine Shops.
- 15—Van Bergen & Co.'s Iron Foundry.
- 16—Carbondale Electric Street Railway.

- 6—Carbondale.
- 7—No. 28 Plane and Carbondale seen from the River.
- 8—Carbondale, seen from above Racket Brook Breaker.
- 9—Public Park, Fountain and Soldiers Monument.
- 10—Maplewood Cemetery.
- 11—View from Cemetery street.
- 12—D. & H. Round House, seen from the Cemetery.
- 13—D. & H. Lumber yard and Coal Brook Breaker, see the Cemetery.
- 14—D. & H. Machine Shops.
- 15—Van Bergen & Co.'s Iron Foundry.
- 16—Carbondale Electric Street Railway.
- 17—View down Main Street from D. & H. office.
- 18—View down Main Street from Salem Street.
- 19—View up Main Street from City Hall.
- 20—Corner Main and Salem Streets.
- 21—Presbyterian Church.
- 22—Baptist Church.
- 23—Episcopal Church.
- 24—The Roman Catholic Church.
- 25—Stourbridge Lion, old boiler of the first locomotive.

ica, in 1829.

THE FIRST LOCOMOTIVE

- 26—View up No. 1 Plane, D. & H.
- 27—Down No. 1 Plane, " "
- 28—View up No. 2 Plane, " "
- 29—Down No. 2 Plane, " "
- 30—View up No. 3 Plane, " "
- 31—The head of No. 4 Plane.
- 32—View up No. 18 Plane.
- 33—View up No. 19 Plane.
- 34—View up No. 20 Plane.
- 35—Coal Brook Breaker.
- 36—D. & H. No. 3 Shaft.
- 37—D. & H. Colliery, No. 1 Shoots.
- 38—Entrance to D. & H. No. 1 Drift Mine.
- 39—Watkin's Son & Co.'s Breaker.
- 40—Entrance to Slope Mines of Watkin's Son & Co.
- 41—Entrance to New Drift Mines, Watkin's Son & Co.
- 42—The Bellemonte Colliery.
- 43—Boys at work picking slate in the Bellemonte Breaker.
- 44—The Northwest Coal Co.'s Breaker.
- 45—View of Jermyn.
- 46—Jermyn Breaker No. 1.
- 47—Glenwood Shaft, Erie Co.
- 48—The Erie Breaker.
- 49—The Keystone Colliery, Erie Co.
- 50—View of D. & H. Railroad Co.'s Yard at Carbondale.

ENTER \$2.00 PER DOZEN

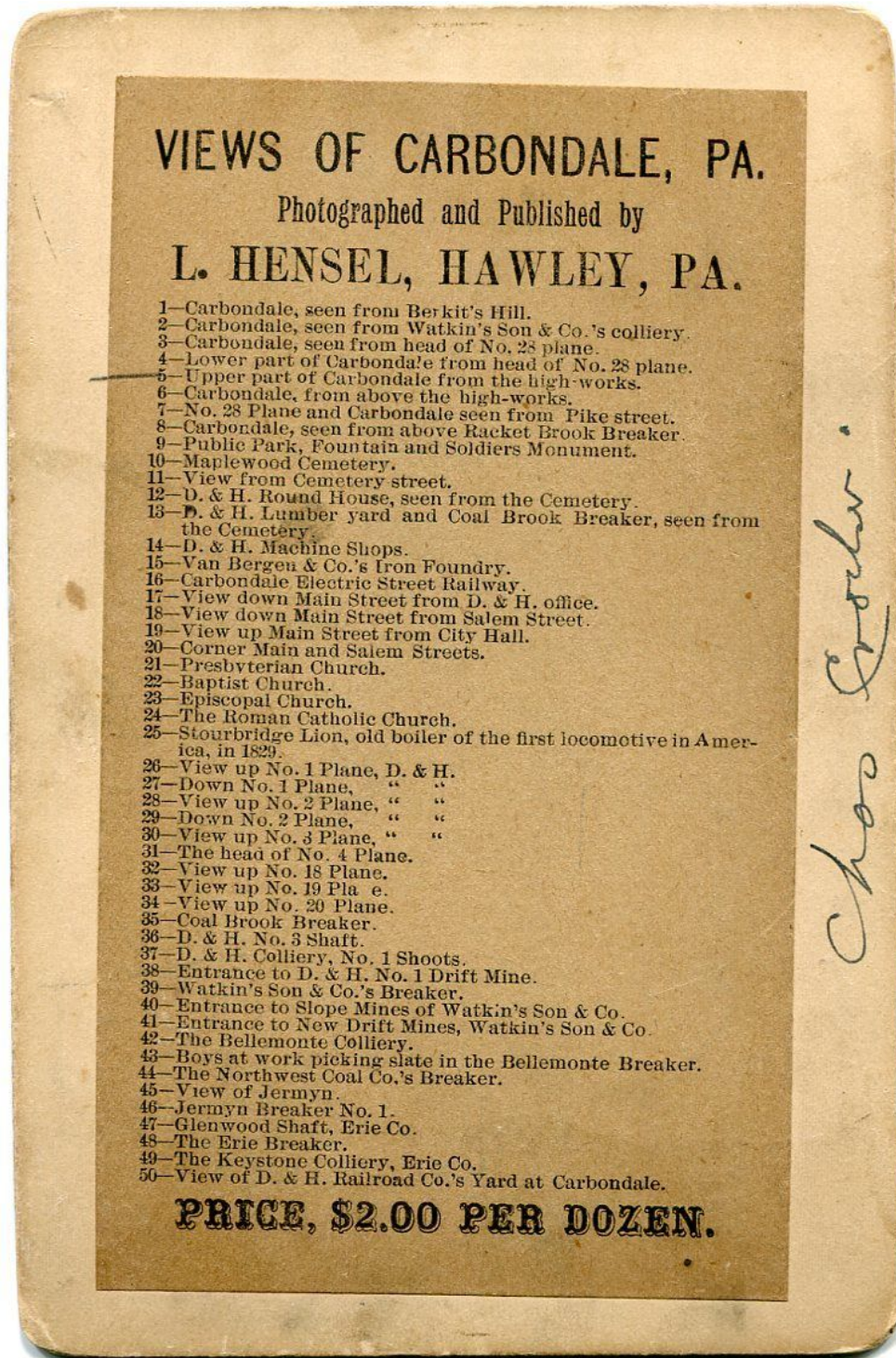
View No. 38,
which is
underlined, is
the subject of
this
photograph.

Here are two additional views of Carbondale by Hensel from the same series as the view given above. These two views were offered for sale on E-Bay on October 17, 2017. Our thanks to John V. Buberniak for bringing to our attention these two remarkable views of Carbondale.

VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY, PA./ 4—Upper part of Carbondale from the high works.



Reverse of card shown on preceding page:



VIEWS OF CARBONDALE, PA.

Photographed and Published by

L. HENSEL, HAWLEY, PA.

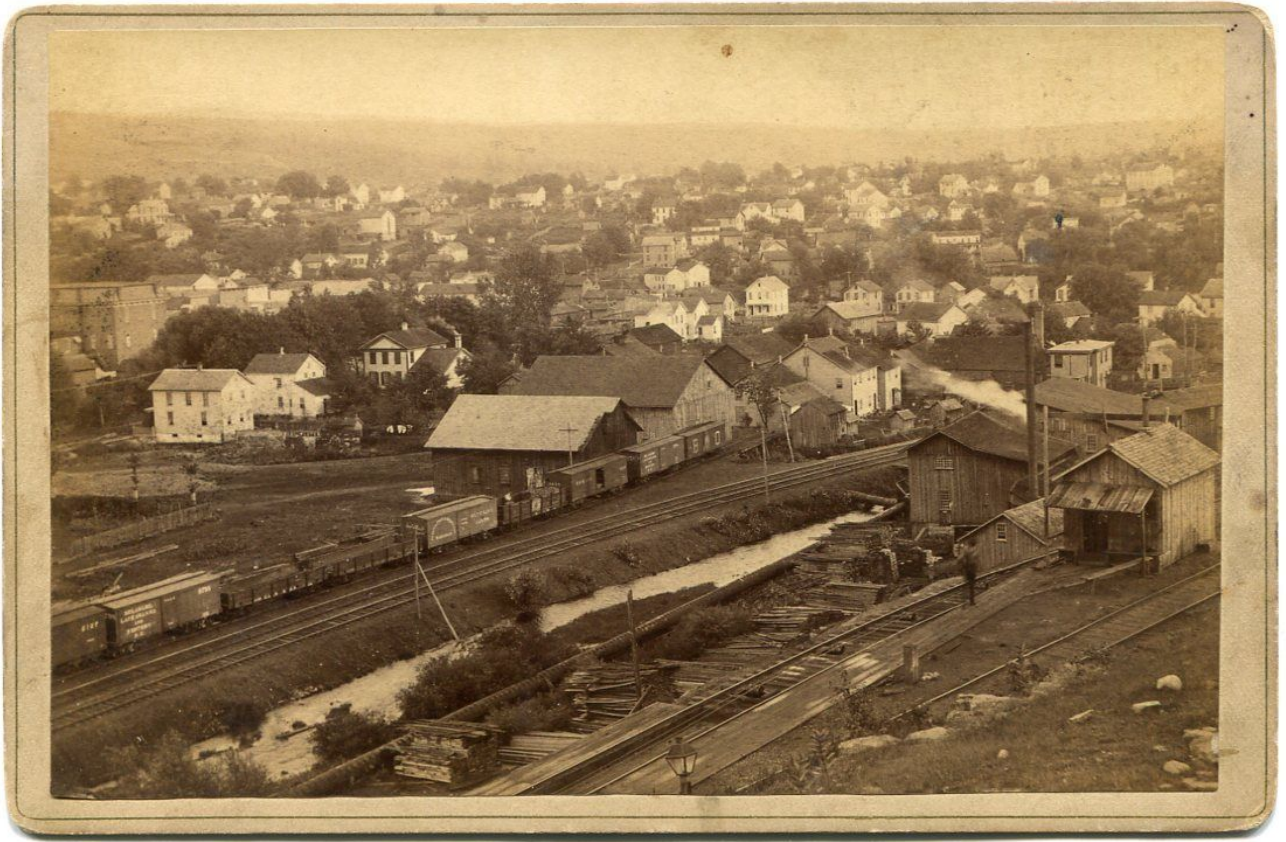
- 1—Carbondale, seen from Berkit's Hill.
- 2—Carbondale, seen from Watkin's Son & Co.'s colliery.
- 3—Carbondale, seen from head of No. 23 plane.
- 4—Lower part of Carbondale from head of No. 28 plane.
- 5—Upper part of Carbondale from the high-works.
- 6—Carbondale, from above the high-works.
- 7—No. 28 Plane and Carbondale seen from Pike street.
- 8—Carbondale, seen from above Racket Brook Breaker.
- 9—Public Park, Fountain and Soldiers Monument.
- 10—Maplewood Cemetery.
- 11—View from Cemetery street.
- 12—D. & H. Round House, seen from the Cemetery.
- 13—D. & H. Lumber yard and Coal Brook Breaker, seen from the Cemetery.
- 14—D. & H. Machine Shops.
- 15—Van Bergen & Co.'s Iron Foundry.
- 16—Carbondale Electric Street Railway.
- 17—View down Main Street from D. & H. office.
- 18—View down Main Street from Salem Street.
- 19—View up Main Street from City Hall.
- 20—Corner Main and Salem Streets.
- 21—Presbyterian Church.
- 22—Baptist Church.
- 23—Episcopal Church.
- 24—The Roman Catholic Church.
- 25—Stourbridge Lion, old boiler of the first locomotive in America, in 1829.
- 26—View up No. 1 Plane, D. & H.
- 27—Down No. 1 Plane, " "
- 28—View up No. 2 Plane, " "
- 29—Down No. 2 Plane, " "
- 30—View up No. 3 Plane, " "
- 31—The head of No. 4 Plane.
- 32—View up No. 18 Plane.
- 33—View up No. 19 Plane.
- 34—View up No. 20 Plane.
- 35—Coal Brook Breaker.
- 36—D. & H. No. 3 Shaft.
- 37—D. & H. Colliery, No. 1 Shoots.
- 38—Entrance to D. & H. No. 1 Drift Mine.
- 39—Watkin's Son & Co.'s Breaker.
- 40—Entrance to Slope Mines of Watkin's Son & Co.
- 41—Entrance to New Drift Mines, Watkin's Son & Co.
- 42—The Bellemonte Colliery.
- 43—Boys at work picking slate in the Bellemonte Breaker.
- 44—The Northwest Coal Co.'s Breaker.
- 45—View of Jermyn.
- 46—Jermyn Breaker No. 1.
- 47—Glenwood Shaft, Erie Co.
- 48—The Erie Breaker.
- 49—The Keystone Colliery, Erie Co.
- 50—View of D. & H. Railroad Co.'s Yard at Carbondale.

PRICE, \$2.00 PER DOZEN.

"I knew Charley Crocker ["Chas Crocker"], his wife Bert, and their grandchildren: Rick used to be the cook at Bob McDonnell's Restaurant, and Julie, who I graduated from high school with. The Crockers lived at 8 Dickson Hill; when they moved to one of the high rises in town, the house was sold to the Lepre family. Dickson Avenue, as you know, was formerly part of Plane No. 1 on the Gravity Railroad, which is why Charley Crocker probably had such an interest in the Gravity Railroad and these Hensel photos." John V. Bubniak, November 28, 2017

Chas Crocker

*VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY,
PA./ 4—Lower part of Carbondale from head of No. 28 plane.*



Reverse of card shown on preceding page:

VIEWS OF CARBONDALE, PA.

Photographed and Published by

L. HENSEL, HAWLEY, PA.

- 1—Carbondale, seen from Berkit's Hill.
- 2—Carbondale, seen from Watkin's Son & Co.'s colliery.
- 3—Carbondale, seen from head of No. 28 plane.
- 4—Lower part of Carbondale from head of No. 28 plane.
- 5—Upper part of Carbondale from the high-works.
- 6—Carbondale, from above the high-works.
- 7—No. 28 Plane and Carbondale seen from Pike street.
- 8—Carbondale, seen from above Racket Brook Breaker.
- 9—Public Park, Fountain and Soldiers Monument.
- 10—Maplewood Cemetery.
- 11—View from Cemetery street.
- 12—D. & H. Round House, seen from the Cemetery.
- 13—D. & H. Lumber yard and Coal Brook Breaker, seen from the Cemetery.
- 14—D. & H. Machine Shops.
- 15—Van Bergen & Co.'s Iron Foundry.
- 16—Carbondale Electric Street Railway.
- 17—View down Main Street from D. & H. office.
- 18—View down Main Street from Salem Street.
- 19—View up Main Street from City Hall.
- 20—Corner Main and Salem Streets.
- 21—Presbyterian Church.
- 22—Baptist Church.
- 23—Episcopal Church.
- 24—The Roman Catholic Church.
- 25—Stourbridge Lion, old boiler of the first locomotive in America, in 1829.
- 26—View up No. 1 Plane, D. & H.
- 27—Down No. 1 Plane, " "
- 28—View up No. 2 Plane, " "
- 29—Down No. 2 Plane, " "
- 30—View up No. 3 Plane, " "
- 31—The head of No. 4 Plane.
- 32—View up No. 18 Plane.
- 33—View up No. 19 Plane.
- 34—View up No. 20 Plane.
- 35—Coal Brook Breaker.
- 36—D. & H. No. 3 Shaft.
- 37—D. & H. Colliery, No. 1 Shoots.
- 38—Entrance to D. & H. No. 1 Drift Mine.
- 39—Watkin's Son & Co.'s Breaker.
- 40—Entrance to Slope Mines of Watkin's Son & Co.
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- 42—The Bellemonte Colliery.
- 43—Boys at work picking slate in the Bellemonte Breaker.
- 44—The Northwest Coal Co.'s Breaker.
- 45—View of Jermyn.
- 46—Jermyn Breaker No. 1.
- 47—Glenwood Shaft, Erie Co.
- 48—The Erie Breaker.
- 49—The Keystone Colliery, Erie Co.
- 50—View of D. & H. Railroad Co.'s Yard at Carbondale.

PRICE, \$2.00 PER DOZEN.

On October 26, 2017, the following 7 Hensel photographs were offered for sale on E-Bay, where they were discovered by John V. Buberniak. They are part of the same Hensel series as the three Hensel photographs shown above, and we are very pleased to express here our thanks to John V. Buberniak for making available for use here these 7 very rare Hensel photographs.

VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY, PA. / 7—No. 28 Plane and Carbondale seen from Pike Street.



Reverse of card shown on preceding page:

VIEWS OF CARBONDALE, PA.

Photographed and Published by

L. HENSEL, HAWLEY, PA.

- 1—Carbonale, seen from Berkit's Hill.
- 2—Carbonale, seen from Watkin's Son & Co.'s colliery.
- 3—Carbonale, seen from head of No. 28 plane.
- 4—Lower part of Carbonale from head of No. 28 plane.
- 5—Upper part of Carbonale from the high-works.
- 6—Carbonale, from above the high-works.
- 7—No. 28 Plane and Carbonale seen from Pike street.
- 8—Carbonale, seen from above Racket Brook Breaker.
- 9—Public Park, Fountain and Soldiers Monument.
- 10—Maplewood Cemetery.
- 11—View from Cemetery street.
- 12—D. & H. Round House, seen from the Cemetery.
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- 31—The head of No. 4 Plane.
- 32—View up No. 18 Plane.
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- 34—View up No. 20 Plane.
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- 47—Glenwood Shaft, Erie Co.
- 48—The Erie Breaker.
- 49—The Keystone Colliery, Erie Co.
- 50—View of D. & H. Railroad Co.'s Yard at Carbonale.

PRICE, \$2.00 PER DOZEN.

*VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY,
PA. / 11—View from Cemetery street.*



Reverse of card shown on preceding page:

VIEWS OF CARBONDALE, PA.

Photographed and Published by

L. HENSEL, HAWLEY, PA.

- 1—Carbonale, seen from Berkit's Hill.
- 2—Carbonale, seen from Watkin's Son & Co.'s colliery.
- 3—Carbonale, seen from head of No. 28 plane.
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- 50—View of D. & H. Railroad Co.'s Yard at Carbonale.

PRICE, \$2.00 PER DOZEN.

*See
Carbonale*

VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY,
PA. / 13—D. & H. Lumber yard and Coal Brook Breaker, seen from the Cemetery.



Reverse of card shown on preceding page:

VIEWS OF CARBONDALE, PA.

Photographed and Published by

L. HENSEL, HAWLEY, PA.

- 1—Carbondale, seen from Berkit's Hill.
- 2—Carbondale, seen from Watkin's Son & Co.'s colliery.
- 3—Carbondale, seen from head of No. 28 plane.
- 4—Lower part of Carbondale from head of No. 28 plane.
- 5—Upper part of Carbondale from the high-works.
- 6—Carbondale, from above the high-works.
- 7—No. 28 Plane and Carbondale seen from Pike street.
- 8—Carbondale, seen from above Racket Brook Breaker.
- 9—Public Park, Fountain and Soldiers Monument.
- 10—Maplewood Cemetery.
- 11—View from Cemetery street.
- 12—D. & H. Round House, seen from the Cemetery.
- 13—D. & H. Lumber yard and Coal Brook Breaker, seen from the Cemetery.
- 14—D. & H. Machine Shops.
- 15—Van Bergen & Co.'s Iron Foundry.
- 16—Carbondale Electric Street Railway.
- 17—View down Main Street from D. & H. office.
- 18—View down Main Street from Salem Street.
- 19—View up Main Street from City Hall.
- 20—Corner Main and Salem Streets.
- 21—Presbyterian Church.
- 22—Baptist Church.
- 23—Episcopal Church.
- 24—The Roman Catholic Church.
- 25—Stourbridge Lion, old boiler of the first locomotive in America, in 1829.
- 26—View up No. 1 Plane, D. & H.
- 27—Down No. 1 Plane, " "
- 28—View up No. 2 Plane, " "
- 29—Down No. 2 Plane, " "
- 30—View up No. 3 Plane, " "
- 31—The head of No. 4 Plane.
- 32—View up No. 18 Plane.
- 33—View up No. 19 Plane.
- 34—View up No. 20 Plane.
- 35—Coal Brook Breaker.
- 36—D. & H. No. 3 Shaft.
- 37—D. & H. Colliery, No. 1 Shoots.
- 38—Entrance to D. & H. No. 1 Drift Mine.
- 39—Watkin's Son & Co.'s Breaker.
- 40—Entrance to Slope Mines of Watkin's Son & Co.
- 41—Entrance to New Drift Mines, Watkin's Son & Co.
- 42—The Bellemonte Colliery.
- 43—Boys at work picking slate in the Bellemonte Breaker.
- 44—The Northwest Coal Co.'s Breaker.
- 45—View of Jermyn.
- 46—Jermyn Breaker No. 1.
- 47—Glenwood Shaft, Erie Co.
- 48—The Erie Breaker.
- 49—The Keystone Colliery, Erie Co.
- 50—View of D. & H. Railroad Co.'s Yard at Carbondale.

PRICE, \$2.00 PER DOZEN.

*VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY,
PA. / 15—Van Bergen & Co's Iron Foundry.*



Reverse of card shown on preceding page:

VIEWS OF CARBONDALE, PA.

Photographed and Published by

L. HENSEL, HAWLEY, PA.

- 1—Carbondale, seen from Berkit's Hill.
- 2—Carbondale, seen from Watkin's Son & Co.'s colliery.
- 3—Carbondale, seen from head of No. 28 plane.
- 4—Lower part of Carbondale from head of No. 28 plane.
- 5—Upper part of Carbondale from the high-works.
- 6—Carbondale, from above the high-works.
- 7—No. 28 Plane and Carbondale seen from Pike street.
- 8—Carbondale, seen from above Racket Brook Breaker.
- 9—Public Park, Fountain and Soldiers Monument.
- 10—Maplewood Cemetery.
- 11—View from Cemetery street.
- 12—D. & H. Round House, seen from the Cemetery.
- 13—D. & H. Lumber yard and Coal Brook Breaker, seen from the Cemetery.
- 14—D. & H. Machine Shops.
- 15—Van Bergen & Co.'s Iron Foundry.
- 16—Carbondale Electric Street Railway.
- 17—View down Main Street from D. & H. office.
- 18—View down Main Street from Salem Street.
- 19—View up Main Street from City Hall.
- 20—Corner Main and Salem Streets.
- 21—Presbyterian Church.
- 22—Baptist Church.
- 23—Episcopal Church.
- 24—The Roman Catholic Church.
- 25—Stourbridge Lion, old boiler of the first locomotive in America, in 1829.
- 26—View up No. 1 Plane, D. & H.
- 27—Down No. 1 Plane, " "
- 28—View up No. 2 Plane, " "
- 29—Down No. 2 Plane, " "
- 30—View up No. 3 Plane, " "
- 31—The head of No. 4 Plane.
- 32—View up No. 18 Plane.
- 33—View up No. 19 Plane.
- 34—View up No. 20 Plane.
- 35—Coal Brook Breaker.
- 36—D. & H. No. 3 Shaft.
- 37—D. & H. Colliery, No. 1 Shoots.
- 38—Entrance to D. & H. No. 1 Drift Mine.
- 39—Watkin's Son & Co.'s Breaker.
- 40—Entrance to Slope Mines of Watkin's Son & Co.
- 41—Entrance to New Drift Mines, Watkin's Son & Co.
- 42—The Bellemonte Colliery.
- 43—Boys at work picking slate in the Bellemonte Breaker.
- 44—The Northwest Coal Co.'s Breaker.
- 45—View of Jermyn.
- 46—Jermyn Breaker No. 1.
- 47—Glenwood Shaft, Erie Co.
- 48—The Erie Breaker.
- 49—The Keystone Colliery, Erie Co.
- 50—View of D. & H. Railroad Co.'s Yard at Carbondale.

PRICE, \$2.00 PER DOZEN.

Chas. H. Hensel

VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY,
PA. / 27—Down No. 1 Plane, D. & H.



Reverse of card shown on preceding page:

VIEWS OF CARBONDALE, PA.

Photographed and Published by

L. HENSEL, HAWLEY, PA.

- 1—Carbondale, seen from Berkit's Mill.
- 2—Carbondale, seen from Watkin's Son & Co.'s colliery.
- 3—Carbondale, seen from head of No. 28 plane.
- 4—Lower part of Carbondale from head of No. 28 plane.
- 5—Upper part of Carbondale from the high-works.
- 6—Carbondale, from above the high-works.
- 7—No. 28 Plane and Carbondale seen from Pike street.
- 8—Carbondale, seen from above Racket Brook Breaker.
- 9—Public Park, Fountain and Soldiers Monument.
- 10—Maplewood Cemetery.
- 11—View from Cemetery street.
- 12—D. & H. Round House, seen from the Cemetery.
- 13—D. & H. Lumber yard and Coal Brook Breaker, seen from the Cemetery.
- 14—D. & H. Machine Shops.
- 15—Van Bergen & Co.'s Iron Foundry.
- 16—Carbondale Electric Street Railway.
- 17—View down Main Street from D. & H. office.
- 18—View down Main Street from Salem Street.
- 19—View up Main Street from City Hall.
- 20—Corner Main and Salem Streets.
- 21—Presbyterian Church.
- 22—Baptist Church.
- 23—Episcopal Church.
- 24—The Roman Catholic Church.
- 25—Stourbridge Lion, old boiler of the first locomotive in America, in 1825.
- 26—View up No. 1 Plane, D. & H.
- 27—Down No. 1 Plane, " "
- 28—View up No. 2 Plane, " "
- 29—Down No. 2 Plane, " "
- 30—View up No. 3 Plane, " "
- 31—The head of No. 4 Plane.
- 32—View up No. 18 Plane.
- 33—View up No. 19 Plane.
- 34—View up No. 20 Plane.
- 35—Coal Brook Breaker.
- 36—D. & H. No. 3 Shaft.
- 37—D. & H. Colliery, No. 1 Shoots.
- 38—Entrance to D. & H. No. 1 Drift Mine.
- 39—Watkin's Son & Co.'s Breaker.
- 40—Entrance to Slope Mines of Watkin's Son & Co.
- 41—Entrance to New Drift Mines, Watkin's Son & Co.
- 42—The Bellemonte Colliery.
- 43—Boys at work picking slate in the Bellemonte Breaker.
- 44—The Northwest Coal Co.'s Breaker.
- 45—View of Jermyn.
- 46—Jermyn Breaker No. 1.
- 47—Glenwood Shaft, Erie Co.
- 48—The Erie Breaker.
- 49—The Keystone Colliery, Erie Co.
- 50—View of D. & H. Railroad Co.'s Yard at Carbondale.

PRICE, \$2.00 PER DOZEN.

*VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY,
PA. / 37—D. & H. Colliery, No 1 Shoots.*



Reverse of card shown on preceding page:

VIEWS OF CARBONDALE, PA.

Photographed and Published by

L. HENSEL, HAWLEY, PA.

- Chas. Crocker*
- 1—Carbonale, seen from Berkit's Hill.
 - 2—Carbonale, seen from Watkin's Son & Co.'s colliery.
 - 3—Carbonale, seen from head of No. 28 plane.
 - 4—Lower part of Carbonale from head of No. 28 plane.
 - 5—Upper part of Carbonale from the high-works.
 - 6—Carbonale, from above the high-works.
 - 7—No. 28 Plane and Carbonale seen from Pike street.
 - 8—Carbonale, seen from above Racket Brook Breaker.
 - 9—Public Park, Fountain and Soldiers Monument.
 - 10—Maplewood Cemetery.
 - 11—View from Cemetery street.
 - 12—D. & H. Round House, seen from the Cemetery.
 - 13—D. & H. Lumber yard and Coal Brook Breaker, seen from the Cemetery.
 - 14—D. & H. Machine Shops.
 - 15—Van Bergen & Co.'s Iron Foundry.
 - 16—Carbonale Electric Street Railway.
 - 17—View down Main Street from D. & H. office.
 - 18—View down Main Street from Salem Street.
 - 19—View up Main Street from City Hall.
 - 20—Corner Main and Salem Streets.
 - 21—Presbyterian Church.
 - 22—Baptist Church.
 - 23—Episcopal Church.
 - 24—The Roman Catholic Church.
 - 25—Stourbridge Lion, old boiler of the first locomotive in America, in 1829.
 - 26—View up No. 1 Plane, D. & H.
 - 27—Down No. 1 Plane, " "
 - 28—View up No. 2 Plane, " "
 - 29—Down No. 2 Plane, " "
 - 30—View up No. 3 Plane, " "
 - 31—The head of No. 4 Plane.
 - 32—View up No. 18 Plane.
 - 33—View up No. 19 Plane.
 - 34—View up No. 20 Plane.
 - 35—Coal Brook Breaker.
 - 36—D. & H. No. 3 Shaft.
 - 37—D. & H. Colliery, No. 1 Shoots.
 - 38—Entrance to D. & H. No. 1 Drift Mine.
 - 39—Watkin's Son & Co.'s Breaker.
 - 40—Entrance to Slope Mines of Watkin's Son & Co.
 - 41—Entrance to New Drift Mines, Watkin's Son & Co.
 - 42—The Bellemonte Colliery.
 - 43—Boys at work picking slate in the Bellemonte Breaker.
 - 44—The Northwest Coal Co.'s Breaker.
 - 45—View of Jermy.
 - 46—Jermy Breaker No. 1.
 - 47—Glenwood Shaft, Erie Co.
 - 48—The Erie Breaker.
 - 49—The Keystone Colliery, Erie Co.
 - 50—View of D. & H. Railroad Co.'s Yard at Carbonale.

PRICE, \$2.00 PER DOZEN.

VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY,
PA. / 39—Watkin's Son & Co.'s Breaker.



Reverse of card shown on preceding page:

VIEWS OF CARBONDALE, PA.

Photographed and Published by

L. HENSEL, HAWLEY, PA.

- 1—Carbondale, seen from Berkit's Hill.
- 2—Carbondale, seen from Watkin's Son & Co.'s colliery.
- 3—Carbondale, seen from head of No. 28 plane.
- 4—Lower part of Carbondale from head of No. 28 plane.
- 5—Upper part of Carbondale from the high-works.
- 6—Carbondale, from above the high-works.
- 7—No. 28 Plane and Carbondale seen from Pike street.
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- 9—Public Park, Fountain and Soldiers Monument.
- 10—Maplewood Cemetery.
- 11—View from Cemetery street.
- 12—D. & H. Round House, seen from the Cemetery.
- 13—D. & H. Lumber yard and Coal Brook Breaker, seen from the Cemetery.
- 14—D. & H. Machine Shops.
- 15—Van Bergen & Co.'s Iron Foundry.
- 16—Carbondale Electric Street Railway.
- 17—View down Main Street from D. & H. office.
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- 25—Stourbridge Lion, old boiler of the first locomotive in America, in 1829.
- 26—View up No. 1 Plane, D. & H.
- 27—Down No. 1 Plane, " "
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- 29—Down No. 2 Plane, " "
- 30—View up No. 3 Plane, " "
- 31—The head of No. 4 Plane.
- 32—View up No. 18 Plane.
- 33—View up No. 19 Plane.
- 34—View up No. 20 Plane.
- 35—Coal Brook Breaker.
- 36—D. & H. No. 3 Shaft.
- 37—D. & H. Colliery, No. 1 Shoots.
- 38—Entrance to D. & H. No. 1 Drift Mine.
- 39—Watkin's Son & Co.'s Breaker.
- 40—Entrance to Slope Mines of Watkin's Son & Co.
- 41—Entrance to New Drift Mines, Watkin's Son & Co.
- 42—The Bellemonte Colliery.
- 43—Boys at work picking slate in the Bellemonte Breaker.
- 44—The Northwest Coal Co.'s Breaker.
- 45—View of Jerminyn.
- 46—Jerminyn Breaker No. 1.
- 47—Glenwood Shaft, Erie Co.
- 48—The Erie Breaker.
- 49—The Keystone Colliery, Erie Co.
- 50—View of D. & H. Railroad Co.'s Yard at Carbondale.

PRICE, \$2.00 PER DOZEN.

Chas. Grover

The following material on Hensel was made available to the author by Hank Loftus at the Dorflinger Glass Museum, White Mills, PA, on Thursday August 21, 2017. The source of this material is Ken Sproson and these images originate at the Hawley Public Library:



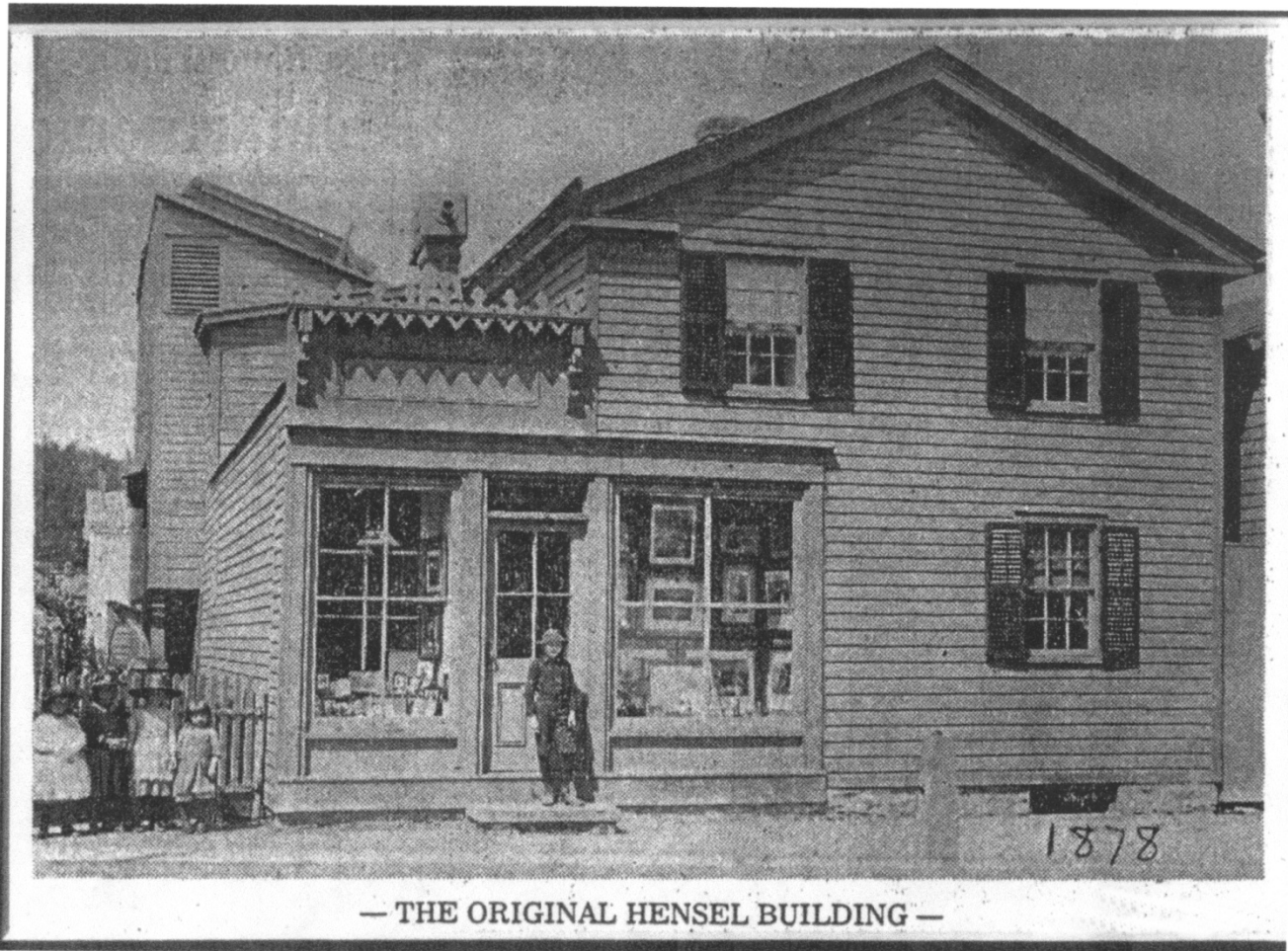
Ludolph Hensel, 1849-1927

LOUDOLPH (LOUIS) HENSEL
1849—1927

HE WAS BORN IN NEW YORK CITY IN 1849 AND MOVED TO PORT JERVIS NY. IN 1866 WHERE HE BECAME A PHOTOGRAPHIC ASSISTANT. HE OPENED HIS OWN BUSINESS IN 1875. IN 1878 HE MOVED TO HAWLEY PA. WHERE HE OPERATED A VERY SUCCESSFUL PHOTOGRAPHIC BUSINESS UNTIL HIS DEATH IN 1927. HIS STUDIO WAS ON THE UPPER FLOOR OF A BUILDING LOCATED WHERE THE “ TRADING POST” NOW STANDS. HIS EARLY GLASS PLATES WERE DESTROYED IN A FIRE, 2000 OR MORE OF HIS GLASS NEGATIVES TAKEN BETWEEN 1895 & 1927 ARE PRESERVED IN THE ARCHIVES OF THE HAWLEY PUBLIC LIBRARY. OVER THE YEARS THEY HAVE BEEN SUBJECT TO DIRT & WATER DAMAGE, FORTUNATELY WITH THE ADVENT OF COMPUTERS & DIGITAL SCANNING THE IMAGES ARE BEING CLEANED, REPAIRED AND PRESERVED.

THE BEAUTY OF HIS COMPOSITIONS AND HIS RECORDINGS OF LOCAL HISTORY ARE AVAILABLE FOR ALL TO APPRECIATE.

THE MAJORITY OF HENSEL SCENIC PHOTOGRAPHS WERE TAKEN USING 5IN X 8IN GLASS PLATES, HE DID USE FILM ON OCCASIONS REQUIRING HIGHER FILM SPEEDS SUCH AS CAMP SCENES THAT INVOLVED PHYSICAL ACTIVITY AND MOVEMENT.



— THE ORIGINAL HENSEL BUILDING —



Mr. and Mrs. Ludolph Hensel



Tombstones of Ludolph Hensel and Theresa G. Hensel

3. On November 15, 2017, three additional photographs by L. Hensel were offered for sale on E-Bay, where they were discovered by John V. Buberniak.

Two of these three Hensels are from the same series as those shown above in *Additions for Volume XVII*, No. 2, namely:

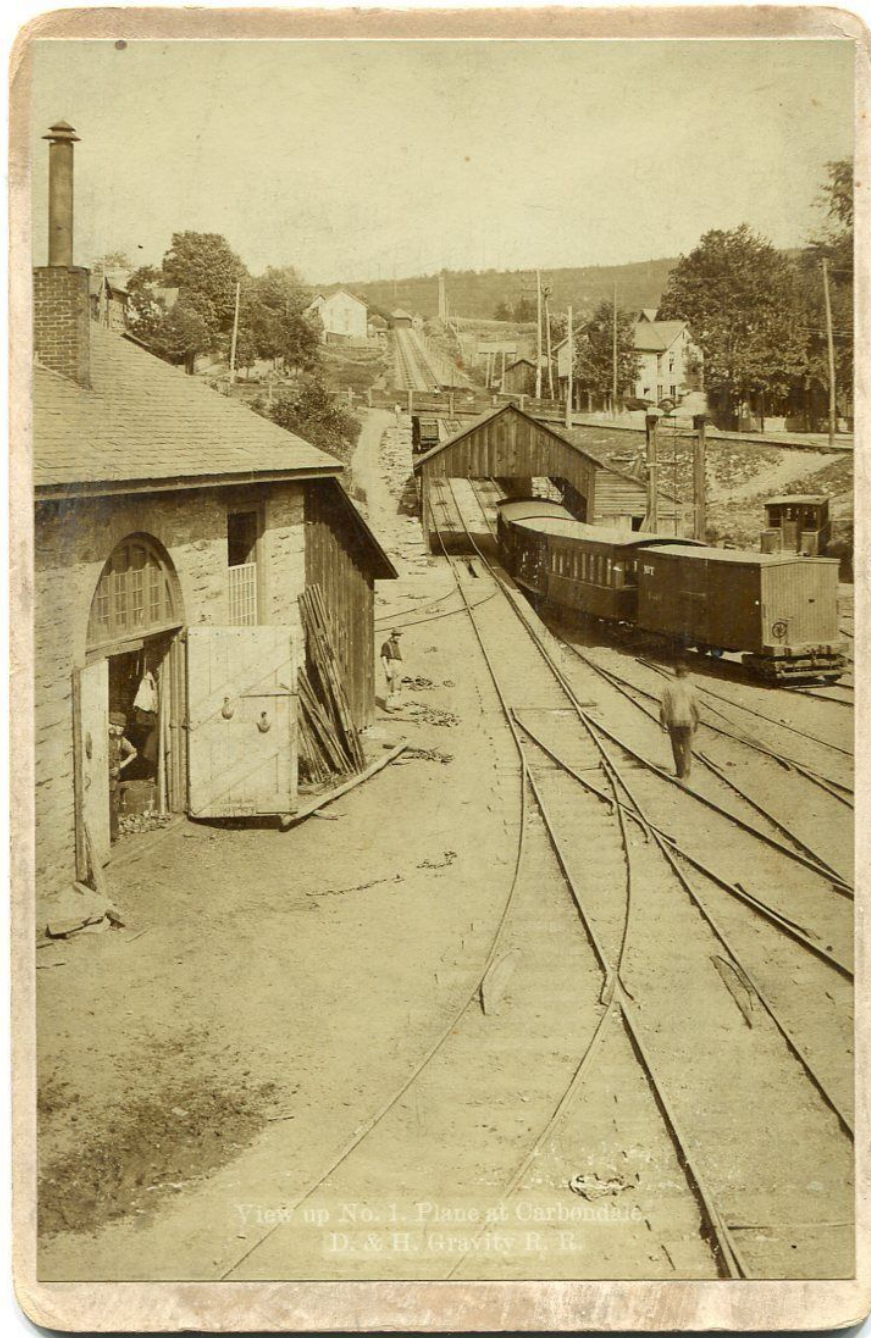
VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY, PA.

One of these three Hensel photographs, the one shown below, does not have a printed identification label pasted onto the back of the card. This card, however, is No. 26 in the Carbondale series. At the base of this card in white ink is stamped:

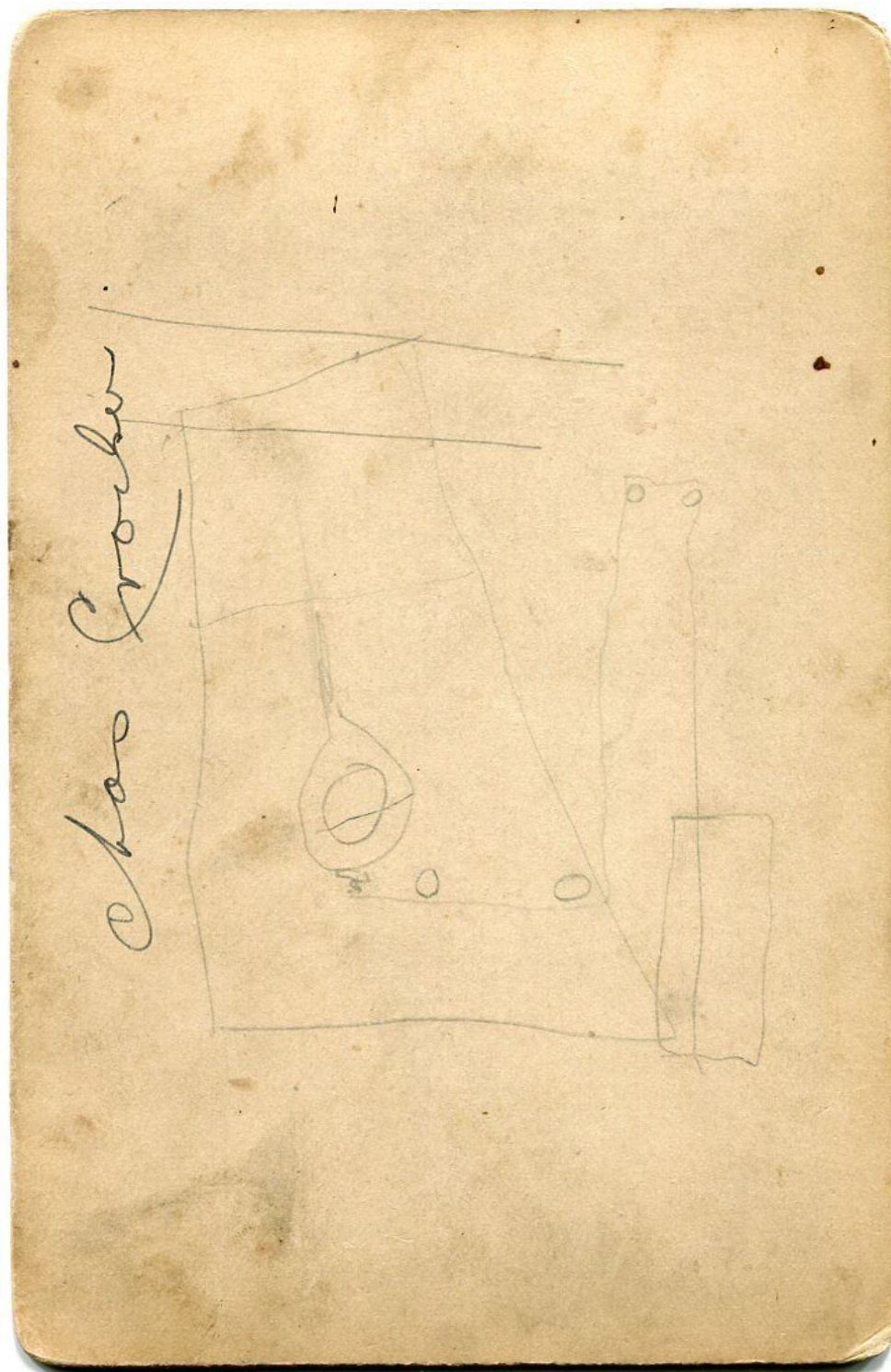
“View up No. 1 Plane at Carbondale / D. & H. Gravity R. R.”

The first of the three cards:

*VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY,
PA. / No. 26—View up No. 1 Plane at Carbondale / D. & H. Gravity R. R.*



Reverse of the card shown on the preceding page:



The second of these three Hensels:

VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY,
PA. / 50—*View of D. & H Railroad Co.'s Yard at Carbondale.*



Reverse of card shown on the preceding page:

Crab

Ch

IEWS OF CARBONDALE, PA.

Photographed and Published by

L. HENSEL, HAWLEY, PA.

- 1—Carbondale, seen from Berkit's Hill.
- 2—Carbondale, seen from Watkin's Son & Co.'s colliery.
- 3—Carbondale, seen from head of No. 23 plane.
- 4—Lower part of Carbondale from head of No. 23 plane.
- 5—Upper part of Carbondale from the high-works.
- 6—Carbondale, from above the high-works.
- 7—No. 23 Plane and Carbondale seen from Pike street.
- 8—Carbondale, seen from above Racket Brook Breaker.
- 9—Public Park, Fountain and Soldiers Monument.
- 10—Maplewood Cemetery.
- 11—View from Cemetery street.
- 12—D. & H. Round House, seen from the Cemetery.
- 13—D. & H. Lumber yard and Coal Brook Breaker, seen from the Cemetery.
- 14—D. & H. Machine Shops.
- 15—Van Bergen & Co.'s Iron Foundry.
- 16—Carbondale Electric Street Railway.
- 17—View down Main Street from D. & H. office.
- 18—View down Main Street from Salem Street.
- 19—View up Main Street from City Hall.
- 20—Corner Main and Salem Streets.
- 21—Presbyterian Church.
- 22—Baptist Church.
- 23—Episcopal Church.
- 24—The Roman Catholic Church.
- 25—Stourbridge Lion, old boiler of the first locomotive in America, in 1829.
- 26—View up No. 1 Plane, D. & H.
- 27—Down No. 1 Plane, " "
- 28—View up No. 2 Plane, " "
- 29—Down No. 2 Plane, " "
- 30—View up No. 3 Plane, " "
- 31—The head of No. 4 Plane.
- 32—View up No. 18 Plane.
- 33—View up No. 19 Plane.
- 34—View up No. 20 Plane.
- 35—Coal Brook Breaker.
- 36—D. & H. No. 3 Shaft.
- 37—D. & H. Colliery, No. 1 Shoots.
- 38—Entrance to D. & H. No. 1 Drift Mine.
- 39—Watkin's Son & Co.'s Breaker.
- 40—Entrance to Slope Mines of Watkin's Son & Co.
- 41—Entrance to New Drift Mines, Watkin's Son & Co.
- 42—The Bellemonte Colliery.
- 43—Boys at work picking slate in the Bellemonte Breaker.
- 44—The Northwest Coal Co.'s Breaker.
- 45—View of Jermyn.
- 46—Jermyn Breaker No. 1.
- 47—Glenwood Shaft, Erie Co.
- 48—The Erie Breaker.
- 49—The Keystone Colliery, Erie Co.
- 50—View of D. & H. Railroad Co.'s Yard at Carbondale.

PRICE, \$2.00 PER DOZEN.

The third of these Hensel photographs is from the well known series by Hensel titled:

“A Ride Over the DEL. & HUD. GRAVITY ROAD Into the Coal Regions. Photographed and Published by L. HENSEL, Hawley, Pa.”

“1148, 1149 Views of Carbondale, seen from Plane No. 4”



Here is the reverse of the card shown on the preceding page:

A RIDE OVER THE DEL. & HUD. GRAVITY ROAD INTO THE COAL REGIONS.

PHOTOGRAPHED AND PUBLISHED BY

L. HENSEL, Hawley, Pa.

No. _____

- 1100, 1101 Honesdale, seen from the Head of No. 13 Plane.
- 1102, 1103 The "Horse Shoe," seen from a ledge.
- 1104, 1105 Looking down from the Head of No. 14 Plane.
- 1106 Looking toward Depot, at Prompton, on Light Track.
- 1107 Looking toward Prompton from Head of No. 15 Plane.
- 1108 Looking up No. 16 Plane, Passenger Train on Loaded Track.
- 1109 Looking down No. 16 Plane.
- 1110, 1111 Island on Keen's Lake, seen from Light Track.
- 1112 Keen's Lake, seen from Head of No. 17 Plane.
- 1113 The Angle at Head of No. 17 Plane.
- 1114 Depot and Tracks, seen from Foot-Bridge, at Waymart,
- 1115 Waymart, seen from Patterson's Hill.
- 1116 Waymart, seen from Old Dumping Ground.
- 1117 View down No. 18 Plane, with Passenger Train; Waymart in the distance.
- 1118 View down the Valley from Head No. 11 Plane.
- 1119, 1120 Views of Shepard's Crook.
- 1121 Views of Passenger Train on Shepard's Crook.
- 1122 View down Lackawanna Valley from Shepard's Crook.
- 1123, 1124 Views in Rock Cut at Shepard's Crook.
- 1125 Steep Grade at Shepard's Crook.
- 1126 View down Lackawanna Valley from above Shepard's Crook.
- 1127 View down Lackawanna Valley from Head No. 23 Plane, at Olyphant.
- 1128 Olyphant, seen from near Head No. 23 Plane.
- 1129 Grassy Island Breaker, near Peckville.
- 1130 View over the Gravity Road from Grassy Island Breaker.
- 1131 View of Inclined Bridges of the Del. & Hud., crossing the Lackawanna, at Peckville.
- 1132, 1133 View down Lackawanna Valley from Plane No. 26.
- 1134, 1135 Views of Gravity Road from Head of No. 25 Plane.
- 1136 View of Archibald from Loaded Track.
- 1137 View of Archibald and Coal Breaker, seen from Railroad.
- 1138 View of Railroad Bridge at Foot of No. 26 Plane.
- 1139 View of Archibald and Coal Breaker, seen from Bridge at Foot of No. 26 Plane.
- 1140 View of Jermy, seen from Head No. 27 Plane.
- 1141, 1142 View of Carbondale, seen from Head of No. 28 Plane.
- 1143 View of VanBergen & Co.'s Foundry and Hendricks' Oil Works, from Head of No. 28 Plane.
- 1144 View of Highworks and Shops from Head of No. 28 Plane.
- 1145 View of Carbondale, seen from No. 1 Plane.
- 1146 View of Racket Brook Gap, seen from Railroad.
- 1147 View of Racket Brook Breaker, looking up Plane No. 4.
- 1148, 1149 Views of Carbondale, seen from Plane No. 4.
- 1150, 1151 Views of Lackawanna Valley, at Carbondale, at distance from No. 5 Plane.
- 1152 Bird's-eye View of Keen's Lake.
- 1153 Delaware & Hudson Track crossing Keen's Lake.
- 1154, 1155 Views up the Gorge at Shepard's Crook.
- 1156 Picnic Ground above Painter's Creek Falls, Shepard's Crook.
- 1157 Manville Falls on Painter's Creek, seen from above.
- 1158 Manville Falls on Painter's Creek, seen from below.
- 1159, 1160 VanBergen Falls on Painter's Creek.
- 1161, 1162 Devil's Slide on Painter's Creek.
- 1163 Wilbur Falls, seen from the Gravity Road.
- 1164 The Depot and Planes at Waymart, seen from the Highworks.
- 1165 The Highworks at Waymart.
- 1166 McGarry Avenue on the Gravity Road.

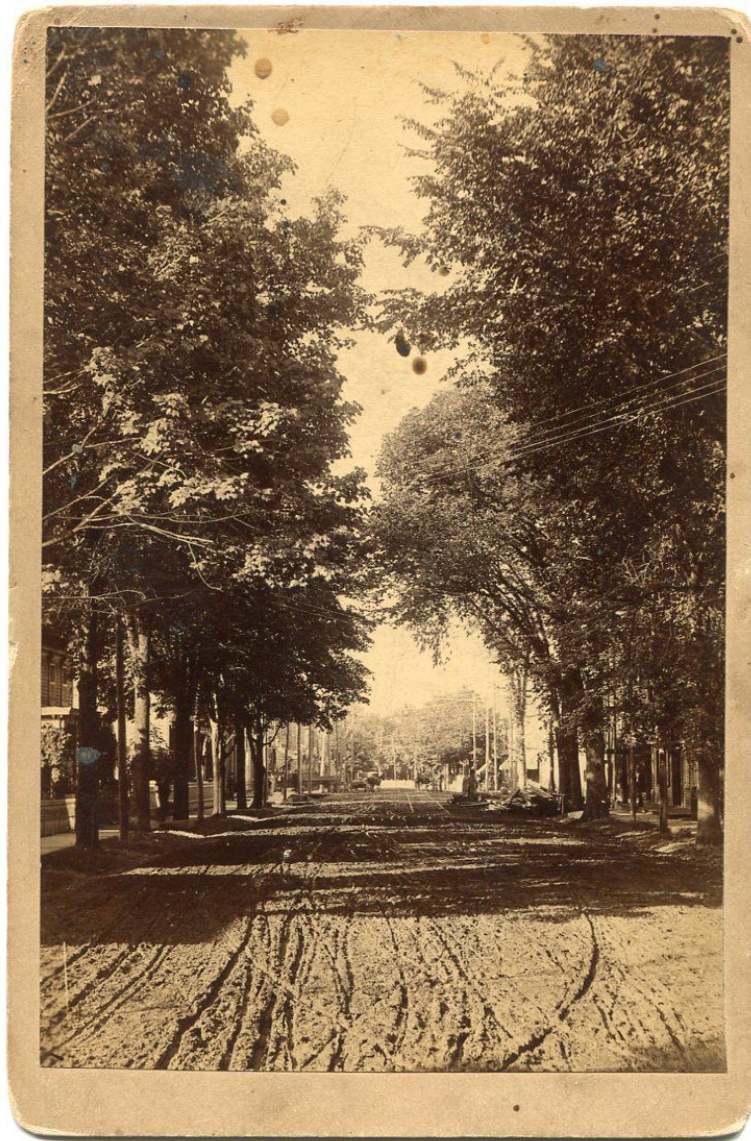
Chas. Crocker

4. On November 27, 2017, four additional Hensel photographs were offered for sale on E-Bay. Our thanks to John V. Buberniak for bringing to our attention these four photographs.

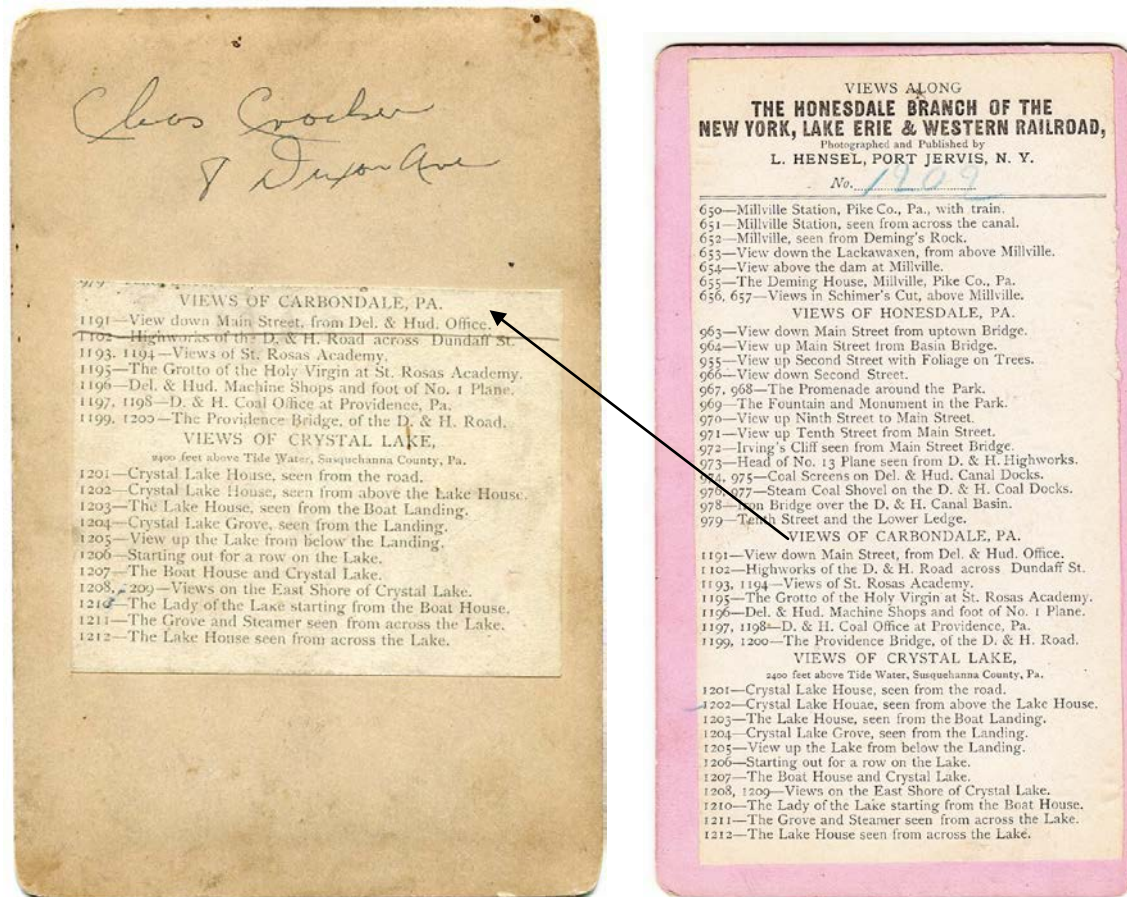
Three of those photographs are in the Carbondale series: *VIEWS OF CARBONDALE, PA.* / Photographed and Published by / L. HENSEL, HAWLEY, PA.

The first of those four cards:

VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY, PA. / 17—*View down Main Street from D. & H. office.*



Reverse, on the left, of the photograph of the view down Main Street by Hensel shown on the preceding page.

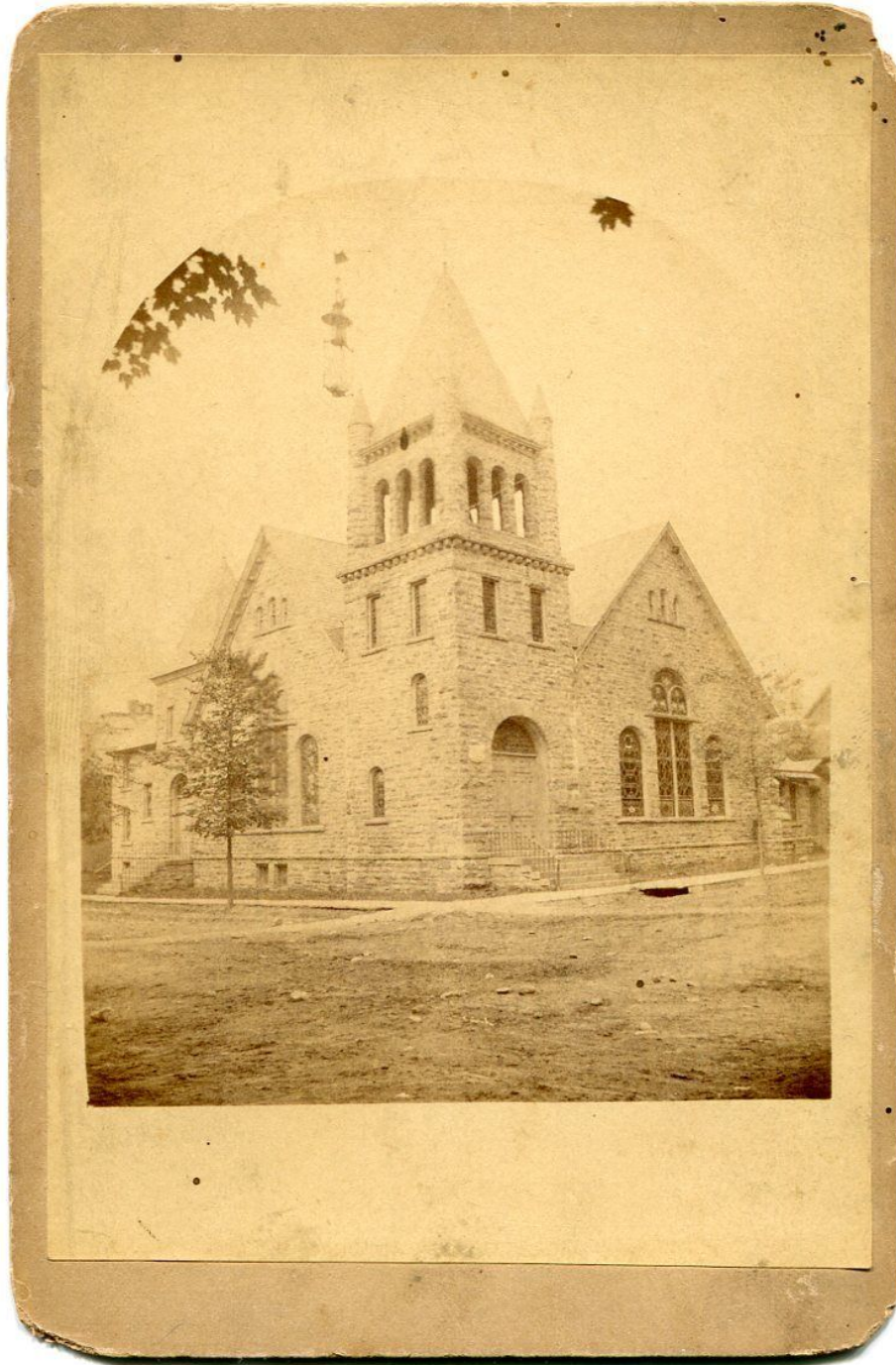


The identifying data sheet that has been pasted onto the back of this card, on the left above, in the "Views of Carbondale" series by Hensel is the back of a card in the Hensel series titled: *Views along / THE HONESDALE BRANCH OF THE / NEW YORK, LAKE ERIE & WESTERN RAILROAD, / Photographed and Published by / L. HENSEL, PORT JERVIS, N. Y. 1879.* The back of No. 1202 in that series is shown on the right above.

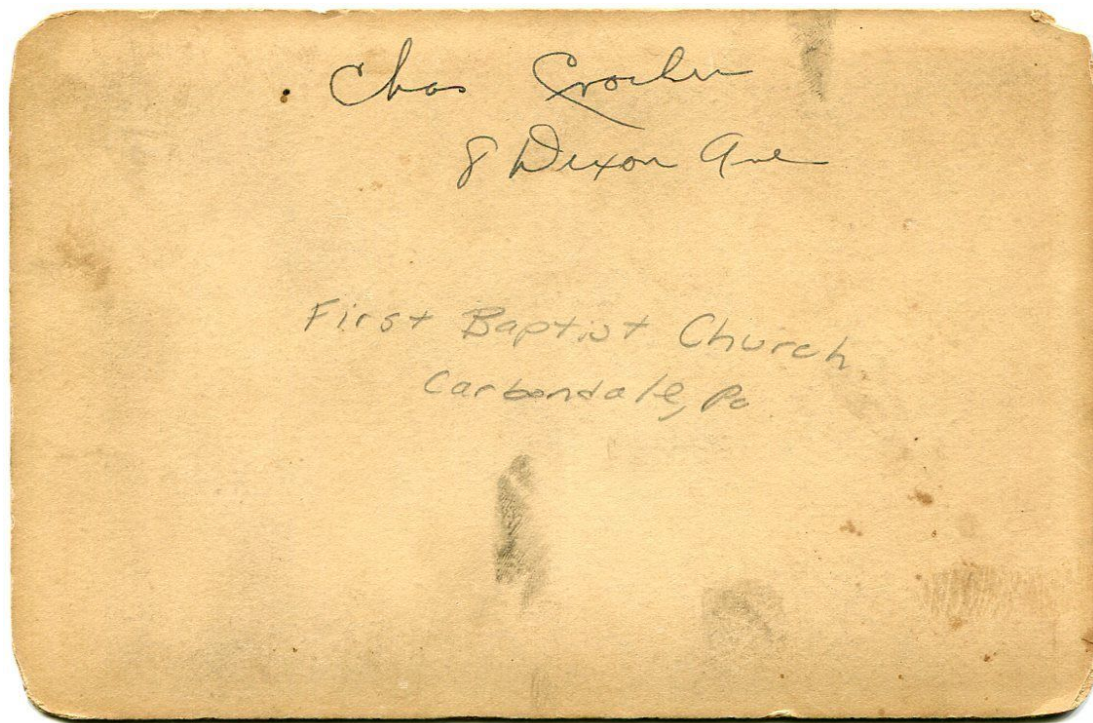
The same card ("View down Main Street, from Del. & Hud. Office") appears in both of these Hensel series: *Views of Carbondale...*, and *Views along the Honesdale Branch...*

The second of those four cards:

VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY,
PA. / No. 22—*Baptist Church.*

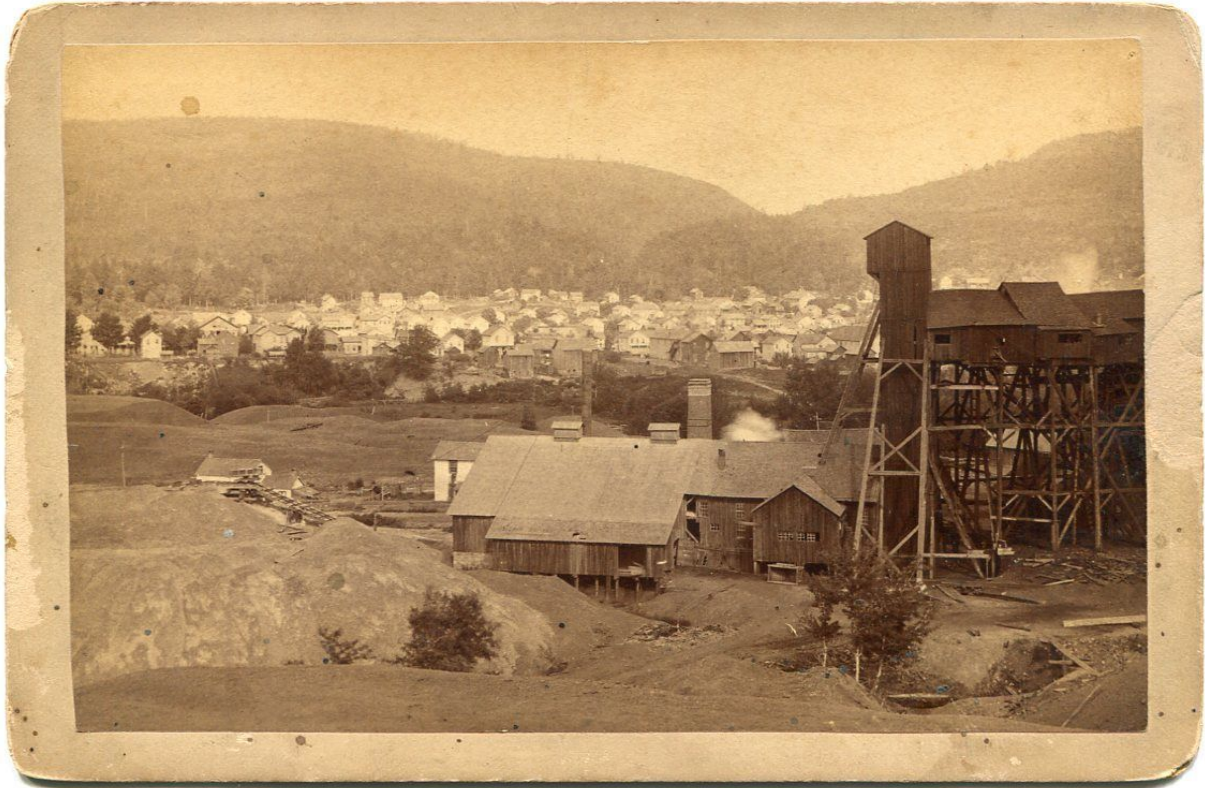


Reverse of the photograph of the Baptist Church given above:



The third of those four cards:

VIEWS OF CARBONDALE, PA. / Photographed and Published by / L. HENSEL, HAWLEY,
PA. / No. 45—*View of Jermyn.*



Reverse of the view of Jermyn, given above:

VIEWS OF CARBONDALE, PA.

Photographed and Published by

L. HENSEL, HAWLEY, PA.

- Chor*
- Crocker*
- 1—Carbondale, seen from Berkit's Hill.
 - 2—Carbondale, seen from Watkin's Son & Co.'s colliery.
 - 3—Carbondale, seen from head of No. 28 plane.
 - 4—Lower part of Carbondale from head of No. 28 plane.
 - 5—Upper part of Carbondale from the high-works.
 - 6—Carbondale, from above the high-works.
 - 7—No. 28 Plane and Carbondale seen from Pike street.
 - 8—Carbondale, seen from above Racket Brook Breaker.
 - 9—Public Park, Fountain and Soldiers Monument.
 - 10—Maplewood Cemetery.
 - 11—View from Cemetery street.
 - 12—D. & H. Round House, seen from the Cemetery.
 - 13—D. & H. Lumber yard and Coal Brook Breaker, seen from the Cemetery.
 - 14—D. & H. Machine Shops.
 - 15—Van Bergen & Co.'s Iron Foundry.
 - 16—Carbondale Electric Street Railway.
 - 17—View down Main Street from D. & H. office.
 - 18—View down Main Street from Salem Street.
 - 19—View up Main Street from City Hall.
 - 20—Corner Main and Salem Streets.
 - 21—Presbyterian Church.
 - 22—Baptist Church.
 - 23—Episcopal Church.
 - 24—The Roman Catholic Church.
 - 25—Stourbridge Lion, old boiler of the first locomotive in America, in 1825.
 - 26—View up No. 1 Plane, D. & H.
 - 27—Down No. 1 Plane, " "
 - 28—View up No. 2 Plane, " "
 - 29—Down No. 2 Plane, " "
 - 30—View up No. 3 Plane, " "
 - 31—The head of No. 4 Plane.
 - 32—View up No. 18 Plane.
 - 33—View up No. 19 Plane.
 - 34—View up No. 20 Plane.
 - 35—Coal Brook Breaker.
 - 36—D. & H. No. 3 Shaft.
 - 37—D. & H. Colliery, No. 1 Shoots.
 - 38—Entrance to D. & H. No. 1 Drift Mine.
 - 39—Watkin's Son & Co.'s Breaker.
 - 40—Entrance to Slope Mines of Watkin's Son & Co.
 - 41—Entrance to New Drift Mines, Watkin's Son & Co.
 - 42—The Bellemonte Colliery.
 - 43—Boys at work picking slate in the Bellemonte Breaker.
 - 44—The Northwest Coal Co.'s Breaker.
 - 45—View of Jermyn.
 - 46—Jermyn Breaker No. 1.
 - 47—Glenwood Shaft, Erie Co.
 - 48—The Erie Breaker.
 - 49—The Keystone Colliery, Erie Co.
 - 50—View of D. & H. Railroad Co.'s Yard at Carbondale.

PRICE, \$2.00 PER DOZEN.

The fourth of those Hensels is from the celebrated "Ride over the Gravity" series: "*A Ride over the / DEL. & HUD. GRAVITY ROAD / Into the Coal Regions.*" / Photographed and Published By / L. HENSEL, Hawley, Pa."

A Ride over the / DEL. & HUD. GRAVITY ROAD / Into the Coal Regions. / Photographed and Published By / L. HENSEL, Hawley, Pa. / No. 1148, 1149—*View of Carbondale, seen from Plane No. 4*



Reverse of the Hensel photograph on the preceding page:

A RIDE OVER THE DEL. & HUD. GRAVITY ROAD INTO THE COAL REGIONS.

PHOTOGRAPHED AND PUBLISHED BY
L. HENSEL, Hawley, Pa.

No. _____

- 1100, 1101 Honesdale, seen from the Head of No. 13 Plane.
1102, 1103 The "Horse Shoe," seen from a ledge.
1104, 1105 Looking down from the Head of No. 14 Plane.
1106 Looking toward Depot, at Prompton, on Light Track.
1107 Looking toward Prompton from Head of No. 15 Plane.
1108 Looking up No. 16 Plane, Passenger Train on Loaded Track.
1109 Looking down No. 16 Plane.
1110, 1111 Island on Keen's Lake, seen from Light Track.
1112 Keen's Lake, seen from Head of No. 17 Plane.
1113 The Angle at Head of No. 17 Plane.
1114 Depot and Tracks, seen from Foot-Bridge, at Waymart.
1115 Waymart, seen from Patterson's Hill.
1116 Waymart, seen from Old Dumping Ground.
1117 View down No. 18 Plane, with Passenger Train; Waymart in the distance.
1118 View down the Valley from Head No. 11 Plane.
1119, 1120 Views of Shepard's Crook.
1121 Views of Passenger Train on Shepard's Crook.
1122 View down Lackawanna Valley from Shepard's Crook.
1123, 1124 Views in Rock Cut at Shepard's Crook.
1125 Steep Grade at Shepard's Crook.
1126 View down Lackawanna Valley from above Shepard's Crook.
1127 View down Lackawanna Valley from Head No. 23 Plane, at Olyphant.
1128 Olyphant, seen from near Head No. 23 Plane.
1129 Grassy Island Breaker, near Peckville.
1130 View over the Gravity Road from Grassy Island Breaker.
1131 View of Inclined Bridges of the Del. & Hud., crossing the Lackawanna, at Peckville.
1132, 1133 View down Lackawanna Valley from Plane No. 26.
1134, 1135 Views of Gravity Road from Head of No. 25 Plane.
1136 View of Archibald from Loaded Track.
1137 View of Archibald and Coal Breaker, seen from Railroad.
1138 View of Railroad Bridge at Foot of No. 26 Plane.
1139 View of Archibald and Coal Breaker, seen from Bridge at Foot of No. 26 Plane.
1140 View of Jermyrn, seen from Head No. 27 Plane.
1141, 1142 View of Carbondale, seen from Head of No. 28 Plane.
1143 View of VanBergen & Co.'s Foundry and Hendricks' Oil Works, from Head of No. 28 Plane.
1144 View of Highworks and Shops from Head of No. 28 Plane.
1145 View of Carbondale, seen from No. 1 Plane.
1146 View of Racket Brook Gap, seen from Railroad.
1147 View of Racket Brook Breaker, looking up Plane No. 4.
1148, 1149 Views of Carbondale, seen from Plane No. 4.
1150, 1151 Views of Lackawanna Valley, at Carbondale, at distance from No. 5 Plane.
1152 Bird's-eye View of Keen's Lake.
1153 Delaware & Hudson Track crossing Keen's Lake.
1154, 1155 Views up the Gorge at Shepard's Crook.
1156 Picnic Ground above Painter's Creek Falls, Shepard's Crook.
1157 Manville Falls on Painter's Creek, seen from above.
1158 Manville Falls on Painter's Creek, seen from below.
1159, 1160 VanBergen Falls on Painter's Creek.
1161, 1162 Devil's Slide on Painter's Creek.
1163 Wilbur Falls, seen from the Gravity Road.

Chas Crocker

5. Carbondale Mill & Mine Supply Co. receipts in the collection of the Carbondale D&H Transportation Museum:

CARBONDALE MINE & MILL SUPPLY CO.				FOR CUSTOMER'S USE ONLY	
Supplies & Equipment For Mines, Mills & Contractors				Register No.	Voucher No.
78 COTTAGE STREET		CARBONDALE, PENNA.		F. O. B. Checked	
Customer's	2109	2150	Refer To	Terms Approved	
Order No.	2116	2151	Invoice No.	Price Approved	
Requisition	2119	2152	Invoice Date	Calculations Checked	
Contract No.	2138		Dec. 22, 1964	Transportation	
SOLD TO			City of Carbondale	Freight Billing	Amount
			Office of City Clerk	Materials Received	
			Carbondale, Pa.	Date	Signature Title
Shipped To	See below	From	Paid or Collect	Satisfactory and Approved	
and		F. O. B.		Adjustments	
Destination		Terms:		Accounting Distribution	
Car Number				Audited	Final Approval
Route					

Balance				\$	686.07
11/24/64	4.50	Ton Chest.	Mitchell Hose Co.		73.13
12/1/64	4.25	" Stove	City Bldg.		69.06
12/3/64	5	" Buck	Col Hose House		68.75
12/14/64	4.40	" Stove	City Bldg.		71.50
12/14/64	4	" Stove	City Bldg.		65.00
12/21/64	4.40	" Buck	Col. Hose Co.		60.50
12/21/64	4.50	" Stove	City Bldg.		73.13
12/21/64	4	" Chest	Mitchell Hose Co.		65.00
				\$	1232.14
					686.07
					546.07

229.82 - 12/21
456.25 - 11/4
686.07

CARBONDALE MINE & MILL SUPPLY CO.

Supplies & Equipment For Mines, Mills & Contractors

78 COTTAGE STREET

CARBONDALE, PENNA.

Customer's
Order No. 2510

Refer To
Invoice No.

Requisition
Contract No.

Invoice Date October 1, 1965

SOLD TO

City of Carbondale
Office of City Clerk
Carbondale, Pa.

Shipped To
and
Destination
Car Number
Route

From
F. O. B.
Terms:

Paid or Collect

FOR CUSTOMER'S USE ONLY

Register No.

Voucher No.

F. O. B. Checked

Terms Approved

Price Approved

Calculations Checked

Transportation

Freight Billing

Amount

Materials Received

Date

Signature

Title

Satisfactory and Approved

Adjustments

Accounting Distribution

Audited

Final Approval

Balance forwarded \$ 878.24

9-20-65 4.50 tons stove (City,Bldg.) \$ 70.88
\$ 949.12

9-27-65 Received on account 686.07

\$ 263.05

WIRE ROPE
AND SLINGS
ALEMITE LUBRICATION
BOLTS
AND NUTS

TAYLOR WHARTON
PRODUCTS

JOHNS-MANVILLE
BRAKE LINING
QUAKER THERMOID PRODUCTS

CARBONDALE MINE & MILL SUPPLY CO.

78 COTTAGE ST.

PHONES: 282-5190
282-5191

CARBONDALE, PA.

SOLD TO: City of Carbondale
ADDRESS: 1 1/2 mi. main st.
CITY: Carbondale, Pa

DATE: 1/24/66
DELIVERY ADDRESS: Same
CITY: Carbondale, Pa

CUSTOMER ORDER NO.	SOLD BY	CASH	CHARGE	C.O.D.	DELIVERY DATE	SHIP VIA
--------------------	---------	------	--------	--------	---------------	----------

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
----------	-------------	------------	--------

1	Set Cutting edge for Grader		\$61.40
1	Set Corner shoes for Grader		20.76

TERMS: <u>Net 15 days</u>	MERCHANDISE NOT RETURNABLE WITHOUT THIS SLIP	TAX	TOTAL <u>\$82.16</u>
---------------------------	--	-----	----------------------

3766

Thank You For This Order
WE LOOK FORWARD TO SERVING YOU AGAIN

RECEIVED THE ABOVE IN GOOD CONDITION
BY

CARBONDALE MINE & MILL SUPPLY CO.

Supplies & Equipment For Mines, Mills & Contractors

78 COTTAGE STREET

CARBONDALE, PENNA.

Customer's 2624 2642
Order No. 2633 2644
Requisition 2645
Contract No. 2638

Refer To
Invoice No.

Invoice Date

February 4, 1966

SOLD TO City of Carbondale
Office of City Clerk
Carbondale, Penna.

Shipped To
and
Destination
Car Number
Route

From

F. O. B.

Terms:

Paid or Collect

FOR CUSTOMER'S USE ONLY

Register No.

Voucher No.

F. O. B. Checked

Terms Approved

Price Approved

Calculations Checked

Transportation

Freight Billing

Amount

Materials Received

Date 19

Signature

Title

Satisfactory and Approved

Adjustments

Accounting Distribution

Audited

Final Approval

Balance Forwarded

\$915.86

Jan 5, 1966	10 tons Stove	City Bldg. ✓	165.00
Jan. 13, 1966	4½ tons Buck	Cottage Hose ✓	64.13
Jan. 20, 1966	4 tons Stove	City Bldg. ✓	66.00
Jan. 24, 1966	4 tons Stove	City Bldg. ✓	66.00
Jan. 24, 1966	5 tons Stove	City Bldg. ✓	82.50
Jan. 25, 1966	4½ tons Nut	Mitchell Hose Co. ✓	74.25
Jan. 27, 1966	4 tons Stove	City Bldg. ✓	66.00
			<u>\$1,499.74</u>
			<u>915.86</u>

\$583.88

ok
M. M. M. M. M.

CARBONDALE MINE & MILL SUPPLY CO.

Supplies & Equipment For Mines, Mills & Contractors

78 COTTAGE STREET

CARBONDALE, PENNA.

Customer's Order No. 1747 1755
Requisition Contract No. 1751 1754

Refer To Invoice No.
Invoice Date March 23, 1984

SOLD TO City of Carbondale
Office of City Clerk
Carbondale, Pa.

Shipped To and Destination
Car Number
Route

From Paid or Collect
F. O. B.
Terms:

FOR CUSTOMER'S USE ONLY

Register No.	Voucher No.	
F. O. B. Checked		
Terms Approved	Price Approved	
Calculations Checked		
Transportation		
Freight Billing	Amount	
Materials Received		
Date	Signature	Title
Satisfactory and Approved		
Adjustments		
Accounting Distribution		
Audited	Final Approval	

3/2/1964	City Building	5.90 tons Stove Coal	✓	\$ 97.35
3/9/1964	Columbia Hose Co.	5.25 tons Buck Coal	✓	74.81
3/13/1964	City Hall	5.70 tons Stove	✓	94.05
3/13/1964	Mitchell Hose Co.	5.75 tons Chestnut	✓	94.88
				\$ 361.09

Balance forwarded

~~1889.16~~
\$2250.25

6. Anthracite Coal items:

--“**JUDSON CLARK. / DEALER** in Coal and Flour--Store on Dundaff street, next the Lackawanna Bridge. First quality of Fall Brook Coal of different sizes, and Fresh Ground Flour constantly on hand.” (*The Lackawanna Citizen, and Carbondale Democrat*, May 24, 1850, p. 1)

--“**COAL and FLOUR!** / The subscriber offer for sale a first rate article of / **Fall Brook Screened Coal** / which will be delivered at the residence, or at the Rail Road opposite his office, on the shortest notice. Also a good article of FRESH GROUND FLOUR constantly on hand. / **JUDSON CLARK.**” (*The Lackawanna Citizen, and Carbondale Democrat*, May 24, 1850, p. 1)

--“The D. & H. C. Co. has mined 1,602,358 tons of coal this year, an increase of 333,000 tons to the same period last year.” (*Carbondale Leader*, July 10, 1875, p. 3)

--“We learn that the D. & H. C. Co. have reduced the pay of outside laborers &c. about 16 per cent.” (*Carbondale Advance*, August 5, 1876, p. 3)

--“Our Town, is all bustle and activity. Upwards of a thousand tons of coal depart daily. The new Wollen Factory is in operation; and in addition to our shops and stores, Messrs. Clayton & Pope have established a wholesale clothing store in our village.” (*The Gazette*, June 28, 1844)

7. A very interesting article on the Delaware and Hudson’s coal lands, titled “The Coal in Carbondale,” was published on page 5 of the *Carbondale Leader* of February 14, 1899, p. 5. Here is that article:

THE COAL IN CARBONDALE

Even the New York Investor Admits That
We Have It in Abun-
dance.

The current issue of the United States Investor, the journal which has been sailing into the railroad companies with a sharp prong, has an interesting article on the Delaware & Hudson's coal lands, a representative having visited the coal region. The article places more value upon this asset than heretofore, but forms a very conservative estimate of the real value of these lands. The article says:

The NYO&W Railway recently purchased (in 1899) all the coal properties of the Lackawanna Iron & Steel company in an about Scranton.

"... the coal properties of the Delaware & Hudson are really conservatively valued..."

"With the recent purchase by the New York, Ontario & Western Railway company of all the coal properties of the Lackawanna Iron & Steele company in and about Scranton, we find an entirely new basis of valuation has suddenly been established for anthracite lands and mines, but even without this important happening it is good opinion in the valley that the coal properties of the Delaware & Hudson are really conservatively valued, and that there exists a reasonable basis for a revaluation at a somewhat increased ratio.

"The Delaware & Hudson Canal Co., we understand, to hold in fee over 21,000 acres of anthracite lands. That which is mountain land outside the coal measures is almost worthless, but that within the coal area proper, and where not worked out, is of great value. Many of these lands cost the company a very low price, as low as \$10 and even \$5 per acre, in some instances. Today these lands are—some of them—very valuable and worth many hundreds of dollars per acre.

"The Delaware & Hudson Canal Co., we understand, to hold in fee over 21,000 acres of anthracite lands."

ESTIMATING REAL VALUES.

"The basis on which Scranton coal authorities base the valuation of the Delaware & Hudson coal lands today is, as we have stated, the price paid by the Ontario & Western for the Lackawanna Iron & Steel Co's properties. It is estimated these lands contain at least 20,000,000 tons of anthracite, and that the cost to the Ontario & Western was, in round numbers, \$4,000,000 or roughly, about 20 cents per ton for the unmined product. Well informed operators credit the Delaware & Hudson with having fully five times the unmined coal in the lands recently purchased by the Ontario & Western, or fully 100,000,000 tons, roughly estimated. Figured on this basis the coal lands of the Delaware & Hudson, instead of being worth \$11,500,000, are—it is asserted—worth fully \$20,000,000, and well informed operators have stated to us that they would willing pay that amount for them, and take their chances. The fact is, the purchase of the Ontario & Western has thoroughly aroused the entire Lackawanna Valley, from Forest City to Plymouth, and given a new stimulus to mining values.

"Well informed operators credit the Delaware & Hudson with having fully five times the unmined coal in the lands recently purchased by the Ontario & Western, or fully 100,000,000 tons, roughly estimated."

"...the coal lands of the Delaware & Hudson... are--it is asserted--worth fully \$20,000,000."

CARBONDALE MINES.

"The Delaware & Hudson has, of course, large areas of coal lands which have been thoroughly worked over, and are of little value, even under modern methods of mining. It also has collieries which are being worked at a loss. Take the 'Manville' and the 'Van Storch' collieries at Scranton, for instance, where veins scarcely more than two and one-half feet in thickness are being mined, and the 'Dickson,' 'White Oak' and 'Olyphant' collieries, which are unquestionably being operated at an exceedingly small profit."

The Manville and Van Storch collieries at Scranton are being worked at a loss.

"The Dickson, White Oak and Olyphant collieries... are unquestionably being operated at an exceedingly small profit."

"But in the Carbondale district the *Wilson Creek* mines and *Coal Brook* mines are large producers... The *Vandling* colliery also has a large supply of territory which can be mined from it, and the *Powderly No. 3* colliery has large bodies of coal tributary to it."

"But in the Carbondale district the 'Wilson Creek' mines and 'Coal Brook' mines are large producers, and we are informed have a considerable body of coal yet untouched, which can all be worked from one breaker. The 'Vandling' colliery also has a large supply of territory which can be mined from it, and the 'Powderly No. 3' colliery has large bodies of coal tributary to it. At 'Jermyn No. 1' a similar condition is said to exist."

"Between Peckville and Olyphant the Delaware and Hudson Canal company have a valuable tract of coal lands, probably the most extensive and valuable of any which they possess..."

"Following down the valley we approach the Archbald field. With the exception of the bottom vein, the unmined veins are thin and lean, and hardly worth mining."

"With the exception of the bottom vein [at Archbald], the unmined veins are thin and lean, and hardly worth mining."

"Between Peckville and Olyphant the Delaware and Hudson Canal company have a valuable tract of coal lands, probably the most extensive and valuable of any which they possess, although between Dickson City and Providence they have some good lands. At Plymouth the company has considerable bodies of coal yet unmined, but the veins at this point are of less width and of much less value."

8. The Crescent Coal & Mining Co. item shown below was offered for sale on E-Bay on May 3, 2016. Our thanks to John V. Buberniak for bringing to our attention this item, on which is printed: “CRESCENT COAL & MINING CO. CHICAGO / 627 The Rookery Phone, Harrison 988 / “The D&H” Lackawanna Coal / Coal Delivered in Bags”:



9. Motley Coal Company

On February 8, 2018, Robert Ryczak, of Bel Air, MD, in an e-mail to the author, reported the following data on the Motley Coal Company:

“I had asked you about the Motley Coal Co, a company my uncle Joe Ryczak from Mayfield often mentioned. I could never find any information about Motley on the internet. You told me you had some info in one of your upcoming DVDs. Perhaps in the one about the breakers?

I recently bought on eBay a small (3x5) booklet published by the Wilmot Engineering Co out of Hazelton in 1954. It's called the “Anthracite Mining Manual” and is really nice collection of info on the industry. In the booklet I learned that the Motley Coal Co owned the Grassy Slope Mine and the Erie Breaker in Mayfield. In 1952, it produced 44,969 tons of coal, of which 38,980 tons were sold commercially. Not a bad output for a single mine and breaker.

The booklet lists 310 breakers, mines, steam coal plants and river washeries in Pa anthracite operations by operation name (e.g. Grassy Slope), type (e.g. mine), location (e.g., Mayfield) and company (e.g., Motley Coal Company).

Lots of other neat data as well: annual anthracite production from 1920 through 1953; employment in the anthracite industry each of those years, rail shipments of anthracite in 1952 by size of coal and tons; and populations of cities/town in the anthracite regions (Mayfield: 2373, Jermyn: 2535; Carbondale: 16,296).

Plus pictures, descriptions and specs for the mining equipment Wilmot manufactured for the anthracite industry.

Quite jammed packed with interesting info.”

On February 12, 2018, Robert Ryczak reported the following information on the Motley Coal Company and other mining and breaker matters in an e-mail to the author:

“Interesting that your issue on the breakers [Volume XVIII] had the Erie breaker in Mayfield owned by the Hillside Coal and Iron Company in the 19th Century, while the Wilmot Anthracite Mining Manual of 1954 (the data for which was from ’52 and ’53) had the Erie breaker in Mayfield owned by the Motley Coal Company.

I read the article about the Motley Coal Co. breaker burning down in 1954. I think I have a photo of my Mom around 1946 or 1947 at the Erie breaker in Mayfield, posing with a coal miner and a huge boulder of coal. I’ll look for it and send you a digital copy. I wonder if that Erie breaker was the Motley Coal Co breaker one that burned down in 1954? Interesting that the Carbondale News article did not name the breaker in Mayfield that burned down in ’54. Implies change of ownership of the mine and the breaker over the years.

Was there still a Mayfield Times newspaper in the 1950s? I know there was such a newspaper in the 1940s; I have a copy of one 1944 or ’45 issue that featured my Dad (Stanley Ryczak) and his brother (John Ryczak) who were serving in the Pacific Theater at the time. If so, were any of the 1950s Mayfield Times issues ever preserved? That newspaper would likely have had an article as well on the burning down of the Erie breaker in ’54.

The 1954 Wilmot booklet listed the Hillside breaker in Tamaqua as the only Pa Anthracite operation of the Hillside Coal Co. Could not find a mine owned by the Hillside Coal Company in 1954.

My Uncle Joe Ryczak used to mention the Motley Coal Company, but never mentioned the name of the mine or the breaker. To him, there were just two breakers in Mayfield in the 1940s – the Erie and the Powderly. I knew the Powderly breaker was owned by the Hudson Coal Company when the coal mining industry died in the valley, and I thought the Erie was as well. Uncle Joe didn’t get that specific, and I was too uninformed to ask.

The was no mention in your breaker issue of the Grassy Slope Mine located in Mayfield that was owned by the Motley Coal Company. I wonder if that was the name for the mine feeding the Erie breaker in the 1940s/1950s; perhaps a renaming of the mine owned by Hillside Coal Co prior to the turn of the century. I guess the historical record of the Hillside Coal Company after the turn of the century is just as empty as for the Motley Coal Company. Kind of surprising.

. . . My cousin, Ron Ryczak, who lives in Mayfield, knows a lot about the local history, but I haven't talked with him about any historical materials he may have. He used to pal around with my Uncle Joe Ryczak. I seem to recall him telling me that he could get me copies of maps of Jermyn showing property ownership from the 19th century. I'll have to follow up with him about that.

...Thanks to your issue on the breakers, I learned that my cousin, Chester Kulesa, published a photographic ode to a local photographer with lots of anthracite mining photos. I just ordered a copy through Amazon.com. Chester's grandfather and my Dad's mother (Mary Kulesa Ryczak) were siblings. I only met Chester once while he was still the curator of the anthracite historic sites and the museum in McDade Park. We traded emails every now and then, and thanks to him I learned about the Univ of Scranton's documentary DVD several years ago on the Eastern European peoples that immigrated to the valley, many of whom ended up in the mines. I bought copies for my siblings and a few friends who shared that heritage with us. I love the interviews with the children of those immigrants as they shared their memories growing up in the early 20th century in the valley.

This is fun!"

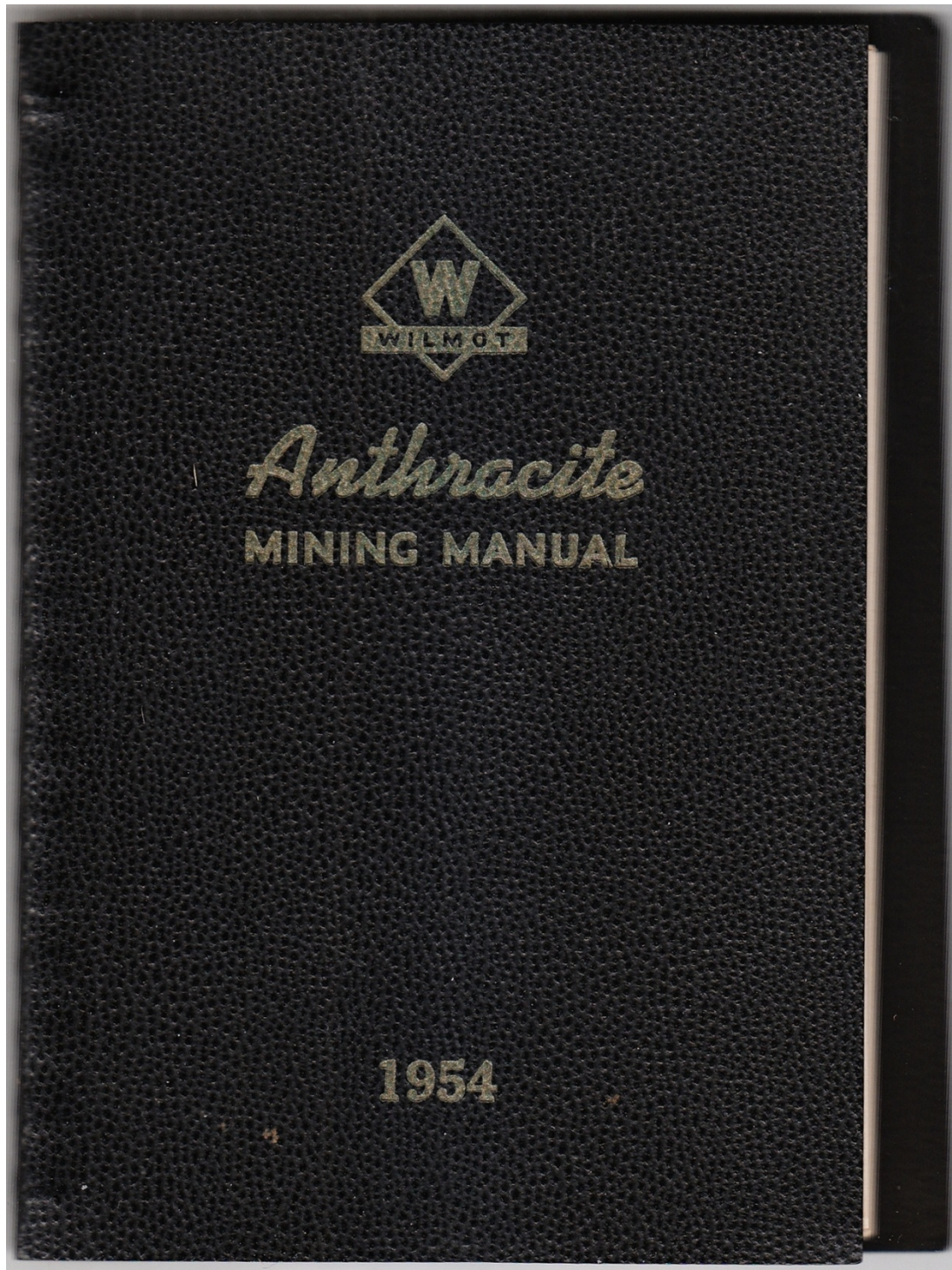
Carbondale Traction Company and the Glenwood Breaker:

From Robert Ryczak, February 26, 2018: "I remember my Uncle Joe pointing out to me the building on Lackawanna Ave between Mayfield and Carbondale, west of the tracks, that was the car barn for the Carbondale Traction Company. It still exists.

Saw on a map offered on eBay that the Glenwood Breaker was situated where the Erie Breaker eventually stood, east of the tracks and south of Carbondale. I was under the impression that the Glenwood breaker was west of the tracks, between Mayfield and Carbondale, just north of where Lackawanna Ave turned right to go under the D&H mainline towards the Erie Breaker and Carbondale."

On February 28, 2018, Robert Ryczak donated the *Wilmot Anthracite Mining Manual*, 1954, to the Carbondale Historical Society. Given below are scans of 35 pages from that manual. Presented on those pages is a substantial body of data (1) about the anthracite mining industry in

northeastern Pennsylvania in 1954, and (2) the anthracite mining products created and produced by Wilmont Engineering Company, Hazleton, PA, for use in the anthracite industry:





White Haven Plant: WILMOT ENGINEERING COMPANY
Offices: Hazleton, Penna.

WILMOT

*A Great Name
in the Anthracite
Industry*

•
MANUFACTURERS OF
ANTHRACITE PREPARATION
EQUIPMENT SINCE 1906
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* Do not use after April 24, 1954

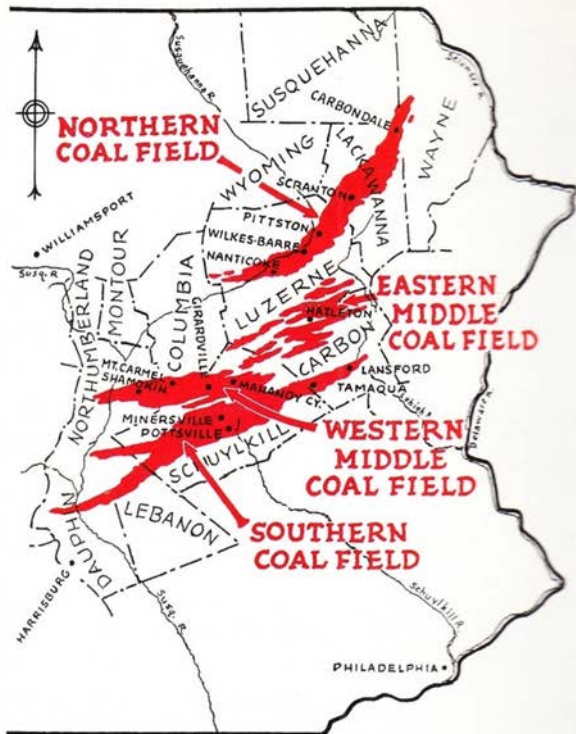
THIS BOOK BELONGS TO:

NAME.....
STREET.....
CITY.....
TELEPHONE.....

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THE PENNSYLVANIA *Anthracite* COAL FIELDS

2

1953											
JANUARY			JULY			FEBRUARY			AUGUST		
S	M	T	W	T	F	S	M	T	W	T	F
1	2	3	4	5	6	1	2	3	4	5	6
7	8	9	10	11	12	7	8	9	10	11	12
13	14	15	16	17	18	13	14	15	16	17	18
19	20	21	22	23	24	19	20	21	22	23	24
25	26	27	28	29	30	25	26	27	28	29	30
MARCH			SEPTEMBER			APRIL			OCTOBER		
S	M	T	W	T	F	S	M	T	W	T	F
1	2	3	4	5	6	1	2	3	4	5	6
7	8	9	10	11	12	7	8	9	10	11	12
13	14	15	16	17	18	13	14	15	16	17	18
19	20	21	22	23	24	19	20	21	22	23	24
25	26	27	28	29	30	25	26	27	28	29	30
MAY			NOVEMBER			JUNE			DECEMBER		
S	M	T	W	T	F	S	M	T	W	T	F
1	2	3	4	5	6	1	2	3	4	5	6
7	8	9	10	11	12	7	8	9	10	11	12
13	14	15	16	17	18	13	14	15	16	17	18
19	20	21	22	23	24	19	20	21	22	23	24
25	26	27	28	29	30	25	26	27	28	29	30

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5

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PENNSYLVANIA ANTHRACITE OPERATIONS

(B) Breaker (M) Mine (S) Steam Coal Plant
(R) River Washery

OPERATION	TYPE	LOCATION	COMPANY
Ace	(B)	Blakely	Ace Coal Co.
Adelphi	(S)	Avoca	Erie Concentrating Co.
Adonizio	(B-M)	Lafin	Duryea-Anth. Co.
Alaska	(M)	Mt. Carmel	Phila. & Read. C & I Co.
Alden	(M)	Alden Station	M. A. Hanna Co.
Altamont	(B)	Frackville	Altamont Coal Co.
Archbald	(M)	Taylor Boro.	Continental-A'chb'ld Co.
Ashland	(B)	Ashland	Ashland Coal Co.
Atkins	(B)	Frackville	Atkins Coal Co.
Atlas	(B)	Atlas	Atlas Coal Co.
Audenreid	(M)	Audenreid	Glen Alden Coal Co.
Avondale	(M)	Avondale	Glen Alden Coal Co.
B & L	(B)	Peckville	B. & L. Coal Co.
B & N	(B)	Cressona	B & N Coal Co.
Baker	(B-M)	Scranton	Glen Alden Coal Co.
Baltim. No. 5	(M)	Wilkes-Barre	Hudson Coal Co.
Balt. Tunnel	(M)	Wilkes-Barre	Hudson Coal Co.
Barnum	(M)	Pittston	No. 9 Coal Co.
Beckville	(B)	Cressona	Black Heath C & C Co.
Bell Mt. Slope	(M)	Scranton	Roger Bros.
Bernardi Slope	(M)	Exeter	Knox Coal Co.
Bern. W. Ash	(B-M)	Bernice	Bernice White Ash Coal Co. (Semi-Anth.)
Birdseye	(M)	Olyphant	Hudson Coal Co.
Biscontin	(B-M)	Pottsville	Phoenix Park Coal Co.
Blackwood	(B)	Blackwood	S. & C. Coal Co.
Bliss	(M)	Nanticoke	Glen Alden Coal Co.
Blue Flame	(M)	Jessup	Blue Flame Coal Co.
Blue Ridge	(M)	Archbald	Ace Coal Co.
Boland	(B-M)	Carbondale	DeAngelis Coal Co.
Boslego	(M)	Shamokin	Andrew Boslego
Boston	(M)	Plymouth	Hudson Coal Co.
Branch	(B)	Llewellyn	Branch Coal Corp.
Broadwell	(M)	Moosic	Lombardi Coal Co.
Brockton	(B)	Brockton	Byrne Coal Co.

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PENNSYLVANIA ANTHRACITE OPERATIONS—Cont.

OPERATION	TYPE	LOCATION	COMPANY
Butler	(M)	Hughestown	Heidelberg Coal Co.
Buttonwood	(M)	Hanover Twp.	Glen Alden Coal Co.
Cain	(B)	Shamokin	Cain Coal Service
Canfield	(B)	Pottsville	Indian Run Coal Co.
Capone Coal C.	(B)	Luzerne	Capone Coal Co.
Capouse	(M)	Scranton	Penn Anth. Collieries Co.
Carbon Bkr.	(B)	Tuscarora	Mary D Mining Co.
Carbonizing	(S)	Audenreid	Carbonizing Coal Co.
Cass	(B)	Marlin	Cass Contracting Co.
Cayuga	(M)	Scranton	Moffat Coal Co.
Central No. 13	(M)	Avoca	The Russell Mining Co.
Centralia	(B-M)	Centralia	Centralia Mining Co.
Clear Spring	(B-M)	West Pittston	Sullivan Trail Coal Co.
Coal Brook	(M)	Carbondale	Hudson Coal Co.
C'ldale No. 8	(B-M)	Coaldale	Lehigh Nav. Coal Co.
Coaldale No. 9	(M)	Coaldale	Lehigh Nav. Coal Co.
Colitz	(B)	Pottsville	Colitz Coal Co.
Conlon	(M)	Hudson	John Conlon Coal Co.
Connell	(S)	Beaver Mead.	John G. Connell C'I Co.
Continental	(M)	Scranton	Con.-Archbald Coal Co.
Continental	(M)	Centralia	Hazle Brook Coal Co.
Corey Slope	(M)	Old Forge	Morgan Coal Co.
D & Z	(B)	Shamokin	D & Z Coal Co.
Dancott	(B-M)	Shamokin	Dancott Coal Co.
Darkwater	(B)	Darkwater	Creek Coal Co.
Delaware	(M)	Hudson	Hudson Coal Co.
Derringer	(M)	Fern Glen	Jeddo-Highland C'I Co.
Dial Rock	(B)	Exeter	Dial Rock Coal Co.
Diamond	(B)	Atlas	Diamond Coal Co., Inc.
Diamond	(S)	Scranton	Bellvue Coal Co.
Diminick	(B)	Paxinos	Diminick Sales Co.
DiRenzo	(B)	Llewellyn	DiRenzo Coal Co.
Dodson	(B-M)	Lansford	Locust Coal Co.
Dorrance	(B-M)	Wilkes-Barre	Lehigh Valley Coal Co.
Driffton	(M)	Driffton	Jeddo-Highland C'I Co.
East Boston	(M)	Luzerne	Pringle Coal Co.
East Laurel	(B)	Eckley	Jeddo-Highland C'I Co.
Ebervale	(M)	Ebervale	Jeddo-Highland C'I Co.
Eckley	(M)	Eckley	Jeddo-Highland C'I Co.
Eddy Creek	(M)	Olyphant	Hudson Coal Co.
Englewood	(B)	Frackville	Englewood Coal Co.

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PENNSYLVANIA ANTHRACITE OPERATIONS—Cont.

OPERATION	TYPE	LOCATION	COMPANY
Erie	(B)	Mayfield	Motley Coal Co.
Ewen	(B-M)	Pittston	Penna. Coal Co.
Exchange	(B)	Atlas	Exchange Coal Co.
Fernwood	(M)	Moosic	Sussex Coal Co.
Ferretti Slope	(M)	Exeter	Knox Coal Co.
Forge Vein	(M)	Alden Station	Newport Mining Co.
Forty Fort	(M)	Forty Fort	Harry E. Coal Co.
Frank Bosack	(B-M)	Silverton	Frank Bosack
Franklin	(M)	Wilkes-Barre	Lehigh Valley Coal Co.
F. & S.	(B)	New Phila.	Fisher & Samsnack
F. & W. Coal	(M)	Jessup	F. & W. Coal Co.
Gaylord	(M)	Plymouth	Gaylord Coal Co.
G. M'Arthur	(B-M)	Swoyerville	Harry E. Coal Co.
Germantown	(M)	Germantown	Jeddo-Highland C. Co.
Gilberton	(B)	Gilberton	Gilberton Coal Co.
Giordiana Sl.	(M)	Old Forge	Giordiana Coal Co.
Glen Burn	(B-M)	Shamokin	M. A. Hanna Co.
Glen Lyon	(B-M)	Glen Lyon	M. A. Hanna Co.
Glen Worth	(B)	Cressona Rd.	Glen Worth Coal Co.
Good Peoples	(B)	Lykens	Good Peoples Coal Co.
Gowen	(B)	Gowen	Gowen Coal Co.
Grassy Island	(M)	Olyphant	Hudson Coal Co.
Grassy Slope	(M)	Mayfield	Motley Coal Co.
Gravine Slope	(M)	Jessup	Gravine Coal Co.
Gravity	(S)	Rocky Glen	Dutch Gap Coal Co.
Grav. Slope	(M)	Archbald	Hudson Coal Co.
Greenwood	(M)	Lafin	Greenwood Coal Co.
Greenwood	(M)	Minooka	Greenwood Mining Co.
Gr'nw'd No.10	(M)	Tamaqua	Lehigh Nav. Coal Co.
Hammond	(B-M)	Girardville	Hammond Coal Co.
Hazl'n Shaft	(B-M)	Hazleton	Lehigh Valley Coal Co.
Hazleton No.1	(M)	Hazleton	Lehigh Valley Coal Co.
Heidelb'g 1	(B-M)	Avoca	Heidelberg Coal Co.
Heid'g No. 11	(M)	Avoca	Heidelberg Coal Co.
Henry	(M)	Plains	Lehigh Valley Coal Co.
Hi-Fusion	(B)	Port Carbon	Kurchock Coal Co.
High'd No. 5	(S)	Jeddo	Jeddo-Highland C'l Co.
Hillside	(B)	Tamaqua	Hillside Coal Co.
Hill Top	(S)	Jeanesville	Bellevue Coal Co.
Hoover	(B)	Paxinos	Hoover Coal Co.
Honeybrook 2	(B)	Junedale	Glen Alden Coal Co.

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PENNSYLVANIA ANTHRACITE OPERATIONS—Cont.

OPERATION	TYPE	LOCATION	COMPANY
Hoyt Shaft	(M)	Pt. Blanchard	Penna. Coal Co.
Huber	(B-M)	Ashley	Glen Alden Coal Co.
Humboldt	(M)	Humboldt	Lattimer Coal Corp.
Hurst Coal	(S)	Landingville	Landingville Coal Co.
Hyde Park	(M)	Scranton	Moffat Coal Co.
Hydrotated	(B)	Milnesville	Hydrotated An. Fuel Co.
Indian Head	(B-M)	Tremont	Indian Head Coal Co.
J. A. C.	(B)	Minersville	J. A. C. Coal Co.
Jeddo No. 4	(M)	Oakdale	Jeddo-Highl'd Coal Co.
Jeddo No. 7	(B-M)	Harleigh	Jeddo-Highl'd Coal Co.
Johnson	(B)	Shamokin	Johnson Coal Co.
Joliet	(M)	Joliet	Joliet Coal Co.
Jonathan	(S)	Elysburg	Jonathan Coal Min. Co.
Jones	(B)	Hauto	Jackson Coal Co.
Junedale	(B)	Junedale	Mt. Top Coal Co.
K & D	(B)	Shamokin	Kopenhagen & Dietrich
K. D. T.	(S)	Williamstown	K. D. T. Coal Co.
Katherine	(B)	Trevorton	Sunshine Coal Co.
Kehoe-Berge	(B)	Duryea	Kehoe Berge Coal Co.
Keyser Val. Sl.	(M)	Scranton	Keyser Valley Coal Co.
Keystone	(M)	Plains Twp.	John Conlon Coal Co.
K M & F	(B)	Middleport	K M & F Coal Co.
Knappen Drift	(M)	Mayfield	Motley Coal Co.
Knickerbocker	(M)	Shenandoah	Phila. & Read. C & I Co.
Koch Bros.	(B)	Ravine	Koch Coal Yard
Kohinoor	(B)	Shenandoah	Kohinoor Coal Co.
Lafin	(B-M)	Lafin	Hudson Coal Co.
Lamar	(B)	Donaldson	Lamar Coal Co.
Lance	(B-M)	Plymouth	Glen Alden Coal Co.
Lansf'd 4 & 5	(M)	Lansford	Lehigh Nav. Coal Co.
Laurel Run	(M)	Wilkes-Barre	Hudson Coal Co.
Legal	(B)	Good Spring	Legal Coal Co.
Lincoln	(S)	Lincoln	American Briquet Co.
Live Oak	(B-M)	Minersville	Live Oak Coal Co.
Lockhard	(B)	Shamokin	Lockhard Coal Sales
Locust Gap	(M)	Locust Gap	Phila. & Read. C & I Co.
Locust Sum't	(B-M)	Locust Summit	Phila. & Read. C & I Co.
Central			
Locust Valley	(B)	R.D. Mah'y Cy.	Locust Valley Coal Co.
Loomis	(B-M)	Nanticoke	Glen Alden Coal Co.
Lorberry	(S)	Tremont	Stevens Coal Co.

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PENNSYLVANIA ANTHRACITE OPERATIONS—Cont.

OPERATION	TYPE	LOCATION	COMPANY
Loree 2,3,4,5	(B-M)	Plymouth	Hudson Coal Co.
Lower Reg'n	(B)	Treverton	Lower Region Coal Co.
Lykens	(S)	Lykens	American Briquet Co.
Lytle	(B)	Minersville	Floss Coal Co.
Mahanoy City	(M)	Mahanoy City	Phila. & Read. C & I Co.
Malho	(B)	Lavelle	Anthony Malho
Maltby	(M)	Maltby	Lehigh Valley Coal Co.
Maltby	(M)	Maltby	Maltby Coal Co.
Mammoth	(B)	Raven Run	Mammoth Coal Co.
Maple Hill	(B-M)	Shenandoah	Phila. & Read. C & I Co.
Markson	(B-M)	Good Springs	Markson Coal Co.
Marvine	(B-M)	Scranton	Hudson Coal Co.
Maurer	(B)	Shamokin	Maurer Sales
Meadowside	(B-M)	Dunmore	Meadowside Coal Co.
Midvalley	(B-M)	Wilburton	Hazle Brook Coal Co.
Miller	(B)	Ravine	Franklin Hydrot't'r C.C.
Millersville	(B)	Ashland	Pine Ridge Mining Co.
Miners Mills	(M)	Plains Twp.	Sam Capone Coal Co.
Moffat	(B)	Taylor	Moffat Coal Co.
Monahan	(B-M)	Bernice	Monahan Coal Co., Inc. (Semi-Anthracite)
Morea	(B)	Morea	Morea Mining Co., Inc.
Morgan	(B)	Old Forge	Old Forge Coal Co.
Moosic Mt.	(B-M)	Jessup	Moosic Mt. Coal Co.
Mountain Sl.	(M)	Old Forge	Lackawanna Mining & Construction Co.
Mountain Tun.	(M)	Dup't H'way	Hudson Coal Co.
Murray	(M)	Wilkes-Barre	Glen Alden Coal Co.
National	(M)	Scranton	Moffat Coal Co.
Nesqueh'n'g	(M)	Nesquehoning	Lehigh Nav. Coal Co.
Newkirk	(M)	Tamaqua	Phila. & Read. C & I Co.
No. 1 Slope	(M)	Blakely	S. Mascelli Coal Co.
No. 1 Silt Plant	(S)	Dunmore	Nay Aug Coal Co.
No. 2 Slope	(M)	Olyphant	S. Mascelli Coal Co.
No. 6	(M)	Inkerman	No. 9 Coal Co.
No. 7	(B-M)	Nanticoke	Susquehanna Coll. Co.
No. 7 Shaft	(M)	Inkerman	Penna. Coal Co.
No. 9	(B-M)	Pittston	No. 9 Coal Co.
No. 10 Tunnel	(M)	Pittston	Kehoe-Berge Coal Co.
No. 11	(M)	Exeter	Kehoe-Berge Coal Co.
No. 14	(B-M)	Tamaqua	Lehigh Nav. Coal Co.

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PENNSYLVANIA ANTHRACITE OPERATIONS—Cont.

OPERATION	TYPE	LOCATION	COMPANY
No. 14	(B-M)	Prt. Blanchard	No. 14 Coal Co.
No. 20	(M)	Peeley	Glen Alden Coal Co.
No. 22 Shaft	(M)	Hanover Twp.	Glen Alden Coal Co.
No. 44 Slope	(M)	Glen Lyon	Biscontini Sons Coal Co.
No. 52 Slope	(M)	Nanticoke	Biscontini Sons Coal Co.
No. 66 Slope	(M)	Sheatown	Biscontini Sons Coal Co.
No. 72 Slope	(M)	Nanticoke	Biscontini Sons Coal Co.
North Line	(B)	Shamokin	Steam Coals Corp.
Northeast	(M)	Simpson	Simpson Coal Co.
Northwest	(B-M)	Simpson	Simpson Coal Co.
Nottingham	(M)	Plymouth	Glen Alden Coal Co.
Nottingham 15	(M)	Plymouth	Glen Alden Coal Co.
Oak Hill	(B-M)	Minersville	Phila. & Read. C & I Co.
Oakland	(B)	Ashland	Otto Collieries Co.
Oak Coal Yard	(B)	Shamokin	Oak Coal Yard
Oakwood	(B)	Ravine	Oakwood Coal Co.
O'Brien	(B)	Suedberg	Harry J. O'Brien
Old Forge 1,2	(M)	Old Forge	The Russell Mining Co.
Old Forge	(B)	Old Forge	Old Forge Coal Co.
Old Mill	(B)	Steins Mill	Old Mill Coal Yard
Olyphant	(B-M)	Olyphant	Hudson Coal Co.
Ontario	(M)	Blakely	Ace Coal Co.
Otto Coll'ry	(B)	Branchdale	Branchdale Coal Co.
Packer	(B-M)	Lafin	Duryea Anth. Min. Co.
Packer No. 2	(M)	Shenandoah	Locust Creek Coal Co.
Packer No. 3	(M)	Shenandoah	Locust Creek Coal Co.
Packer No. 4	(M)	Shenandoah	Locust Creek Coal Co.
Packer No.5	(B-M)	Girardville	Gilberton Coal Co.
Pancoast	(M)	Throop	Throop Mining Co.
Paramount	(B)	Archbald	Pennbrook Coal Co.
Park No. 1	(S-B)	Park Place	The Rhoads Co., Inc.
Park No. 1	(M)	Mahanoy City	Pecca Bros.
Parkside	(B)	Rocky Glen	G. & M. Coal Co.
Passeri Slope	(M)	Jessup	Louis Passeri
Peck Shaft	(M)	Jessup	Pompey Coal Co.
Penag	(M)	Good Springs	Penag Coal Co.
Penna	(B)	Minersville	Penna. Coal Co.
Phoenix A	(M)	Pittston	Kehoe-Berge Coal Co.
Pine Creek	(B)	Spring Glen	Pine Creek Coal Co.
Pine Hill	(M)	Minersville	Phila. & Read. C & I Co.
Pine Ridge	(B-M)	Wilkes-Barre	Hudson Coal Co.

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PENNSYLVANIA ANTHRACITE OPERATIONS—Cont.

OPERATION	TYPE	LOCATION	COMPANY
Pine Ridge	(B-M)	Schuylkill'h'n	Lohb Coal Co.
Plains-Hilldale	(M)	Pittston	Plains-Hilldale Coal Co.
Pompey	(B-M)	Jessup	Pompey Coal Co.
Potts	(M)	Locustdale	Phila. & Read. C & I Co.
Potts Con.	(B)	Mollystow	Potts Constr. Co.
Powderly	(B-M)	Mayfield	Hudson Coal Co.
Price	(B)	St. Clair	Price Coal Co.
Prospect	(B-M)	Plains	Lehigh Valley Coal Co.
Quakake	(B)	Quakake Rd.	Royal Anth. Coal Co.
Racket Br'k	(B-M)	Carbondale	Racket Brook Coal Co.
Raymond	(B-M)	Eynon	Northwest Coal Co.
Redco	(B)	Beaver Brook	Beaver Brook Coal Co.
Reidinger	(B)	Shamokin	Reidinger Sales
Reliance	(M)	Mt. Carmel	Phila. & Read. C & I Co.
Renninger	(M)	Zerbe	Renninger Coal Co.
Richards	(M)	Mt. Carmel	Susquehanna Coll. Co.
Ridgewood	(B)	Lafin	Duryea Anth. Co.
Riverside Slope	(M)	Winton	C. & S. Coal Co.
Rockwell Slope	(M)	Scranton	Moffat Coal Co.
Rosini	(B)	Shamokin	Rosini Bros.
Russell	(B-M)	Moosic	The Russell Mining Co.
Salvaggio Sl.	(M)	Jessup	Sam Salvaggio
Sandy Run	(B-M)	Upper Lehigh	Sandy Run Miners & Producers, Inc.
Sarf	(M)	Yatesville	Sarf Coal Co.
Savitski Bros.	(B)	Atlas	Savitski Coal Co.
Schneck	(B)	Suedberg	Thos. W. Schneck
Schneck & Sch.	(M)	Newtown	Schneck & Schneck
Schooley Shaft	(M)	Exeter	Knox Coal Co.
Schooley Sl'pe	(M)	Exeter	Knox Coal Co.
Seltzer	(B)	Frackville	Seltzer Coal Co.
Sheridan	(S)	Tower City	Phila. & Read. C & I Co.
Sibley	(M)	Old Forge	Panzitte Coal Co.
Sickler	(S)	Plymouth	Sickler Estate
Skytop	(B-M)	Mahanoy City	Skytop Coal Co.
So. Tamaqua	(S)	So. Tamaqua	Haven Coal & Supp. Co.
South Tamaqua	(B)	So. Tamaqua	S. Tamaqua Coal P'kets
S. W-B'rre 5	(B-M)	Wilkes-Barre	Glen Alden Coal Co.
Spencer	(B)	Pine Grove	Spencer Coal Co.
Spring Brook	(M)	Jeanesville	Payne Coal Co.
Spring Mt.	(B-M)	Jeanesville	Payne Coal Co.

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PENNSYLVANIA ANTHRACITE OPERATIONS—Cont.

OPERATION	TYPE	LOCATION	COMPANY
St. Clair	(B-M)	St. Clair	St. Clair Coal Co.
St. Nicholas	(B)	St. Nicholas	Phila. & Read. C & I Co.
Standard	(B)	Moosic	Dalebrook Coal Co.
Stanley	(B)	Shamokin Rd	Stanley Coal Co.
Stanton	(M)	Wilkes-Barre	Glen Alden Coal Co.
Sterrick Creek	(M)	Jessup	Pompey Coal Co.
Stevens	(M)	Pittston	Kehoe-Berge Coal Co.
Stockton	(M)	Jeddo	Jeddo-Highl'd Coal Co.
Storrs	(B-M)	Scranton	Moffat Coal Co.
Suffolk	(M)	Shenandoah	Phila. & Read. C & I Co.
Sugar Notch	(M)	Sugar Notch	Glen Alden Coal Co.
Summit Hill	(M)	Summit Hill	Lehigh Nav. Coal Co.
Superior	(B)	Valley View	Roy E. Blyler
Sussex	(M)	Avoca	Sussex Coal Co.
Swatara	(B)	Swatara	Swatara Coal Co.
Taylor	(M)	Taylor	Pyne Taylor Coal Co.
Tomhicken	(M)	Sugarloaf	Jeddo-Highland C'I Co.
Trevorton	(B)	Trevorton	Stevens Coal Co.
Truesdale	(B-M)	Hanover Twp.	Glen Alden Coal Co.
Twin Shaft	(M)	Pittston	Kehoe-Berge Coal Co.
Umber Slope	(M)	Archbald	Ace Coal Co.
Underwood	(B-M)	Throop	Penna. Coal Co.
V-Coal	(M)	Moosic	V-Coal Co.
Valley View	(B)	Valley View	Kocher Coal Co.
Valley View	(B)	S. Pittston	Valley View Coal Co.
Village Slope	(M)	Throop	Village Slope Coal Co.
Waddell Slp.	(B-M)	Winton	Waddell Coal Min. Co.
Wanamie 18	(B-M)	Wanamie	Glen Alden Coal Co.
West End	(M)	Mocanaqua	Duryea Anth. Co.
W'moreland	(B-M)	W. Wyoming	Lehigh Valley Coal Co.
W. Mountain	(M)	Scranton	Moffat Coal Co.
Weston	(M)	Shenandoah	Locust Creek Coal Co.
West Side C.	(M)	Swoyerville	West Side Coal Co.
Westwood	(B-M)	Tremont	Stevens Coal Co.
Wiconisco	(B)	Wiconisco	Lykens Hi-Grade Anthr. Coal Co.
Woodward	(B-M)	Kingston	Glen Alden Coal Co.

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COMMERCIAL PRODUCTION OF ANTHRACITE BY COMPANIES

FOR CALENDAR YEAR 1952

Company	A *	B †
Ace Coal Co.....	52,353	41,607
Adelphi Coal Co.....		45,536
Altamont Coal Co.....	8,978	
Androschonis Coal Co.....	1,978	2,300
Ashland Coal Co.....	27,837	
Atkins Coal Co.....	56,287	
Beaver Brook Coal Co.....	42,116	45,677
Beckville Coal Co.....	6,455	
Bellaire Coal Sales.....	47,725	
Bellevue Coal Co.....	48,301	46,208
Bernice White Ash Coal Co.....	24,055	
Black Heath Coal Co.....	6,455	
Blyler, Roy.....	4,573	
Bosack Coal Co.....	6,000	754
Branch Coal Co.....	2,449	2,189
Capone Coal Co.....	66,047	63,544
Carbonizing Coal Co.....	100,125	100,124
Cass Contracting Co.....		22,869
Chornack Bros.....	14,155	
Colitz Coal Co.....	114,051	100,452
Connell, (J. G.) Coal Co.....	191,660	191,560
Cullen Coal Co.....	121,247	
Cyclone Coal Co.....	71,042	51,754
Dale Brook Coal Co.....		20,456
Dancott Coal Co.....	21,059	21,059
Dando, (Jos. P.) Co.....	112,939	110,415
DeAngelis Coal Co.....	118,961	101,828
Deaven, (David) Co.....	4,430	
Dial Rock Coal Co.....	90,930	53,888
Diamond Coal Co.....	143,360	225,775
Diminick Coal Co.....	56,924	
Donart Coal Co.....	4,860	5,667
Duryea Anthracite Co.....	84,863	124,469
Dutch Gap Coal Co.....	1,078	24,043

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COMMERCIAL PRODUCTION OF ANTHRACITE—Cont.

Company	A *	B †
D & Z Coal Co.....	87,418	
Eagle Hill Coal Co.....	1,783	5,487
Englewood Coal Co.....	6,875	
Erie Concentrated Coal Co.....	55,040	
Fisher, Chas. A., Jr.....	35,105	45,199
Floss Coal Co.....	209,124	96,323
Foieri & Louis Coal Co.....	3,412	
Gallizzi Coal Co.....		8,697
Gilberton Coal Co.....	530,082	514,178
Glen Alden Coal Co.....	6,168,310	6,040,193
Glen Worth Coal Co.....	9,966	
Gowen Coal Co.....	46,644	46,144
G. W. B. Coal Co.....	6,556	
Hammond Coal Co.....	480,262	446,112
Hanna (M. A.) Co.....	1,690,898	1,699,250
Harry E. Coal Co.....	378,383	
Haven Coal & Supply Co.....	22,479	22,480
Hazle Brook Coal Co.....	651,172	
Heidelberg Coal Co.....	130,227	113,058
Her & Reed.....	18,094	
Hillside Coal Co.....	15,908	18,490
Hill Vue Coal Co.....	6,743	
Hoover Coal Mining Co.....	16,015	
Hudson Coal Co.....	3,765,122	3,551,015
Huss, George.....	20,613	
Hydrotated Anthr. Fuel Co.....	96,494	96,462
Indian Head Coal Co.....	239,401	278,940
Indian Run Coal Co.....	11,210	61,556
J. A. C. Coal Co.....	35,493	44,864
Jackson Coal Co.....	88,118	148,702
Jeddo-Highland Coal Co.....	966,592	1,656,827
Johnson Coal Sales Co.....	25,762	
Jonathan Coal Mining Co.....	136,994	26,398
K & D Coal Co.....	43,045	
Kehoe-Berge Coal Co.....	290,415	312,573
Kocher, Leon.....	35,482	
Kohinoor Coal Co.....	83,294	82,965
K. M. F. Coal Service.....	3,790	
Kurchock Coal Co., Inc.....		21,343
Lamar Coal Co.....	120,634	135,287

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COMMERCIAL PRODUCTION OF ANTHRACITE—Cont.

Company	A *	B †
Landingville Coal Co.....	17,650	17,648
Lattimer Coal Corp.....	9,132	
Legal Coal Co.....	10,701	
Lehigh Navigation Coal Co.....	3,514,344	3,453,052
Lehigh Valley Coal Co.....	1,984,639	1,873,970
Live Oak Coal Co.....	67,440	
Locust Coal Co.....	737,060	722,275
Locust Valley Coal Co.....	97,694	97,594
Lohb Coal Co.....	136,326	58,606
Lower Region Coal Co.....	27,359	
Luzerne County Gas & Electric Co.	38,803	
Lytle Concentrated Coal Co.....	28,957	
Malko Coal Co.....	31,356	31,353
Mammoth Coal Co.....	319,071	257,613
Marchese Coal Co.....	1,240	9,051
Markson Coal Co.....	118,665	132,594
Mary D Mining Co.....	198,051	114,035
Maurer Coal Sales Co.....	25,338	
Mazaika Bros.....	3,020	
Meadowside Coal Co.....	44,474	52,832
Middle Eastern Coal Co.....	12,818	13,392
Miller, Franklin I.....	36,206	
M & M Coal Co.....	90,935	27,549
Moffat Coal Co.....	886,685	797,694
Moosic Mountain Coal Co.....	70,659	18,490
Morea Mining Co.....	81,414	81,470
Motley Coal Co.....	44,969	38,980
Mountain Top Coal Co.....	1,600	46,603
Natalie Coal Corp.....	136,444	34,985
Nay Aug Coal Co.....	86,074	82,908
Northwest Coal Co.....	120,617	111,603
Number Nine Coal Co.....	589,218	
Oak Coal Yard.....	14,400	
Old Forge Coal Co.....	145,672	146,352
Oneida Silt Plant.....		52,460
Otto (C. M.) & Son.....	14,152	16,068
Otto Collieries Co.....	707,431	710,379
Pagnotti Coal Co.....		959,033
Payne Coal Co.....	388,143	382,644
Penog Coal Co.....	72,652	50,743

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COMMERCIAL PRODUCTION OF ANTHRACITE—Cont.

Company	A *	B †
Penna Coal Co.....	3,115	
Pennsylvania Coal Co.....	1,020,875	982,735
P. & F. Coal Co.....	15,245	
Phila. & Reading Coal & Iron Co.....	5,113,880	5,032,124
Pine Creek Coal Co.....	23,500	
Pine Ridge Mining Co.....	110,290	114,143
Pioneer City Minnng Co.....	24,387	24,387
Pompey Coal Co.....	302,151	250,247
Price Coal Co.....	1,440	2,466
Pursell Coal Co.....	14,400	
Reidinger Coal Service.....	35,460	
Reilly, Chas. L.....	42,320	
Repplier Coal Co.....	153,020	118,119
Rhoads Company, Inc.....	160,479	160,479
Rosini Coal Co.....	117,935	
Royal Anthracite Coal Co.....	345	
Russel Coal Co.....	144,333	100,945
Ryan, (James V.) Inc.....		63,673
Sandy Run Miners & Producers Co....	55,394	55,227
Schneck Coal Co.....	26,747	
Schumacher (J. E.) & Son.....	4,488	600
Seltzer Coal Co.....	46,913	
Sickler Estate.....	11,266	
Silver Brook Coal Co.....	174,301	162,497
Simpson Coal Co.....	37,112	37,082
Skytop Coal Co.....	16,380	16,360
So. Tamaqua Coal Pockets.....	11,280	12,866
St. Clair Coal Co.....	490,990	481,136
Stanley Coal Co., Inc.....	51,982	
Steam Coals, Inc.....	152,136	145,332
Stevens Coal Co. (Trevorton).....	866,828	866,027
Stevens Coal Co. (Westwood).....	498,974	612,914
Stevens Coal Co. (Zerbe).....	636,700	515,120
Sunshine Coal Co.....	18,211	18,211
Sun Valley Coal Co.....	60,894	
Swatara Coal Co.....	50,164	
Swift Coal Co.....	32,368	
Tinker, M. A.....	17,800	18,337
Valley View Coal Co.....	58,772	64,401

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COMMERCIAL PRODUCTION OF ANTHRACITE—Cont.

Company	A *	B †
Waddell Coal Co.....	84,730	69,401
Wessner Coal Co.....	3,986	
Various Small Operations.....	58,103	20,203
TOTAL.....	40,067,130	38,987,301

* Column A—Total Production including that used at Colliery for steam and heat. Source:—Penna. Dept. of Mines.

† Column B—Total Commercial output not including #5 Buckwheat. Source:—Penna. Dept. of Commerce.

Where Column B is greater than Column A it includes the sales from other affiliates.

ANTHRACITE PRODUCTION

In Net Tons (1920 to 1953 Inclusive)

Source: Penna. Dept. of Mines

1920	89,636,036	1937	51,700,296
1921	90,358,642	1938	46,269,511
1922	53,910,201	1939	51,399,707
1923	92,653,641	1940	51,526,454
1924	87,277,449	1941	53,942,177
1925	61,334,145	1942	57,939,629
1926	83,874,500	1943	60,511,730
1927	79,367,154	1944	64,112,589
1928	74,552,312	1945	55,901,235
1929	72,985,844	1946	61,978,710
1930	68,776,559	1947	58,227,985
1931	59,115,387	1948	59,108,810
1932	49,501,511	1949	44,710,118
1933	49,507,577	1950	46,339,255
1934	56,798,951	1951	42,389,055
1935	51,359,111	1952	40,067,130
1936	54,264,106	1953 (Est.)	31,000,000

EMPLOYMENT IN THE PENNSYLVANIA ANTHRACITE INDUSTRY

1920-1952 Inclusive

Source: U. S. Department of the Interior, Bureau of Mines

Year	Av. Number Men Employed	Year	Av. Number Men Employed
1920	143,972	1937	98,391
1921	158,415	1938	95,890
1922	155,759	1939	92,631
1923	156,593	1940	90,797
1924	158,976	1941	87,463
1925	159,365	1942	81,580
1926	164,397	1943	79,153
1927	164,301	1944	77,591
1928	159,820	1945	72,842
1929	150,601	1946	78,145
1930	149,944	1947	78,600
1931	138,600	1948	76,215
1932	120,271	1949	75,377
1933	104,000	1950	72,624
1934	108,258	1951	68,995
1935	102,464	1952	66,438
1936	101,358		

COMMERCIAL PRODUCTION OF ANTHRACITE IN 1952 BY SIZES

(Source: Penna. Dept. of Commerce)

Size of Coal	Tons Produced	Per Cent. of Total
Broken	117,013	.3
Egg	707,737	1.8
Stove	7,561,529	19.4
Chestnut	8,718,431	22.4
Pea	3,699,829	9.5
Buck #1	5,515,923	14.1
Buck #2	3,266,678	8.4
Buck #3	4,205,230	10.8
Buck #4 & smaller	5,194,931	13.3
TOTALS	38,987,301	100.0

RAIL SHIPMENTS OF ANTHRACITE IN 1952

(Source: Penna. Dept. of Mines)

Size of Coal	Tons Shipped
Broken	78,175
Egg	648,940
Stove	6,084,677
Nut	5,980,300
Pea	1,786,127
Buck #1	3,827,333
Buck #2 (Rice)	2,211,397
Buck #3 (Barley)	3,049,022
Buck #4 and smaller	3,634,464
Coal shipped by truck	6,216,436

POPULATION OF CITIES AND TOWNS IN THE ANTHRACITE REGION (1950 Census)

Archbald	6,304	Avoca	4,040
Ashland	6,192	Beaver Meadows	1,723
Ashley	5,243	Blakely	6,828
Atlas	3,090	Carbondale	16,296
Auburn	994	Centralia	1,986

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Clarks Summit	2,940	Mount Carbon	302
Coaldale	5,318	Mount Carmel	14,222
Conyngham	935	Nanticoke	20,160
Cressmont-Altamont	1,022	Nesquehoning	4,186
Cressona	1,758	New Philadelphia	2,200
Dickson City	8,948	New Ringold	302
Dunmore	20,305	Old Forge	9,749
Dupont	4,107	Olyphant	7,047
Duryea	6,655	Pine Grove	2,237
Edwardsville	6,686	Pittston	15,012
Exeter	5,130	Plymouth	13,021
Forest City	3,122	Port Carbon	3,024
Forestville-Primrose	2,197	Pottsville	23,640
Forksville	145	Pringle	1,727
Forty Fort	6,173	Ringtown	835
Frackville	6,541	St. Clair	5,856
Freeland	5,909	Schuylkill Haven	6,597
Gilberton	2,641	Scranton	125,536
Girardville	3,864	Shamokin	16,879
Glen Lyon	3,921	Shenandoah	15,704
Gordon	1,039	Shenandoah Heights	1,798
Hanover Township	15,051	Shickshinny	2,156
Hazleton	35,491	Sugar Notch	2,002
Hughestown	1,888	Summit Hill	4,924
Jeddo	262	Swoyersville	7,795
Jermyn	2,535	Tamaqua	11,508
Kelayres	1,059	Taylor	7,176
Kingston	21,096	Throop	5,861
Kulpmont	5,199	Tower City	2,054
Lafin	258	Tremont	2,102
Landingville	230	Tresckow	1,250
Lansford	7,487	Trevorton	2,545
Larksville	6,360	Valley View	1,618
Laurel Run	858	Wanamie	1,092
Locust Gap	1,041	Warrior Run	1,056
Luzerne	6,176	Weatherly	2,622
Lykens	2,735	West Hazleton	6,988
Mahanoy City	10,934	West Pittston	7,230
Mauch Chunk	2,959	West Wyoming	2,863
Mayfield	2,373	White Haven	1,461
McAdoo	4,260	Wilkes-Barre	76,826
Mechanicsville	540	William Penn	1,057
Middleport	942	Williamstown	2,322
Millersburg	2,861	Winton	6,280
Minersville	7,783	Woodside	1,422
Mocanaqua	1,496	Wyoming	4,511
Moosic	3,965	Yatesville	565

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INTERESTING FACTS ABOUT THE ANTHRACITE COAL INDUSTRY.

In 1952 the production of deep mined coal was 24,337,450 tons, stripping coal 11,019,185 tons, and bank coal 4,710,495 tons, or a total of 40,067,130 tons. (Source—Penna. Dept. of Mines).

In 1952, 10,034,464 tons were mechanically loaded underground, 14,713,819 tons were hand loaded underground, 10,696,705 tons from Stripping pits, 4,765,516 tons from culm banks, and 372,054 tons from river dredging. (Source—U. S. Dept. Interior.)

There were 80 fatal accidents inside, and 12 fatal accidents outside of a total of 92 fatal accidents in 1952. (Source—Penna. Dept. of Mines.)

There was a fatal inside accident for every 304,218 tons of deep mined coal produced in 1952. (Source—Penna. Dept. of Mines).

There was a fatal inside or outside accident for every 435,512 tons of coal produced in 1952. (Source—Penna. Dept. of Mines).

Fatalities per million man hours in 1952 was .83. (Source—Penna. Dept. of Mines).

In 1952 the number of pounds of black powder, dynamite, and permissible explosives used was 56,185,892. To produce a ton of coal it required 1.402 pounds of explosives. (Source—Penna. Dept. of Mines).

Average number of days worked in 1952 was 211.

Total number of man days worked in 1952 was 13,995,768. (Source—Penna. Dept. of Mines).

Output per man per year in 1952 was 615 tons. (Source—U. S. Dept. Interior).

In 1952 underground mechanical equipment consisted of 456 scraper units, 54 mobile loader units and 3,232 conveyor and car loader units. (Source—U. S. Dept. of Interior).

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In 1952 employment averages may be distributed as follows:

Region	Under-ground	Surface	Total	Av. Tons per man per day
Lehigh	6,776	3,679	10,455	3.49
Schuylkill	11,361	11,235	22,596	3.86
Wyoming	24,983	7,889	32,872	2.38
*Total	43,120	22,803	65,923	3.06

* Includes Sullivan Co. (Source—U. S. Dept. Interior).

For comparison with U. S. production figures, the average output per man per shift for foreign countries is as follows:

Great Britain.....	*1.18	metric tons
Western Germany.....	†1.12	metric tons
France	‡0.818	metric tons
Belgium	§0.733	metric tons

(Metric ton = 2205 lbs.)

*Based on August 1953 production.

†Based on August 1953 production.

‡Based on August 1953 production.

§Based on July 1953 production.

(Source—U. S. Dept. of Interior)

Of the 1952 production, 30,924,406 tons were shipped to market by rail, 4,799,683 tons by truck, 3,399,357 tons sold to local trade, and 870,666 used at Collieries for steam and heat. (Source—Penna. Dept. of Mines.)

WORLD'S LARGEST PRODUCERS (Anthracite & Bituminous) IN 1952 IN THOUSANDS OF METRIC TONS

United States.....	457,587	West Germany.....	123,278
USSR (Est.).....	256,000	Poland	84,437
United Kingdom.....	230,000	France	55,365
East Germany.....	3,525		

Anthracite is the remains of giant plants that grew approximately 250,000,000 years ago.

One foot in thickness represents 100 feet of decomposed vegetation.

The deepest workings are about 2200 feet below the surface. Some of the remaining coal lies at a depth of 4000 feet or more.

Investments in Anthracite Properties and Plants amount to about \$500,000,000.

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CONTROL OF SILT

Requirements of Pennsylvania Sanitary Water Board Relating to Anthracite Collieries

Act of Legislature No. 394, approved June 22, 1937, as amended by Act No. 177, approved May 8, 1943, applies to any "coal mine, coal colliery, breaker or coal processing operations not including dredging operations within the limits of a stream * * *". The law requires that any industrial waste, including "silt, coal mine solids, rock, debris, dirt and clay from coal mines, coal collieries, breakers, or other coal processing operations" be properly and adequately treated in works approved by the Sanitary Water Board before being discharged into the waters of the Commonwealth. In order to obtain the necessary approval of the Board, an industrial wastes application must be submitted together with plans and an application fee of \$25. Blank forms and detailed instructions may be obtained by addressing a request to:

Silt Control Section, Bureau of Sanitary Engineering
Pennsylvania Department of Health, Harrisburg, Pennsylvania

In order for plans for silt treatment works to be acceptable to the Board, the facilities must provide for the treatment of all the waste waters from the establishment concerned, and, where the effluent is to be discharged to surface streams, must produce an effluent containing not more than 1,000 parts per million suspended solids. While three hours minimum nominal detention in sedimentation basins provided with properly designed inlets and outlets will usually effect proper clarification, certain waste waters may require further treatment. Mechanically cleaned sedimentation devices will be considered upon their merit but an upward velocity of not exceeding three feet per hour will usually prove effective. Settling basins must provide adequate additional volume for the storage of whatever solids accumulate over a reasonably long period of time.

Overflow devices should provide not less than one foot of weir for each 200 g.p.m. of effluent to be discharged over them, with a minimum length of one foot. At least a two-foot depth of water must be maintained at the overflow device and for a sufficient area around it to effect the required clarification. At all times there must be at least eighteen inches of freeboard of the sides above water levels in sedimentation basins or lagoons.

All structures must be so constructed as to have adequate strength to withstand all loads imposed upon them, to meet the hazards of weather, and to be sufficiently watertight to prevent the discharge of fine particles through them. In the case of treatment works whose operation depends upon mechanical equipment, the failure of which would result in the discharge of inadequately treated waste waters to the waters of the Commonwealth, such equipment must be rendered effective by duplicate installation, by standby units, or by emergency silt basins to which the wastes will flow by gravity; or the discharge of silt-laden waters must cease until the treatment facilities are again ready for efficient operation. Any settled material removed from basins must be handled and disposed of in a manner satisfactory to the Sanitary Water Board and so that every reasonable and practicable precaution is taken to prevent the said material from reaching the waters of the Commonwealth.

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Average Weights of Anthracite Coal, Refuse, and Combinations of Both

Materials Tested	Av. Wt. Pounds Per Cu. Ft.			
	A	B	C	D
Clean Anthracite Coal (Egg to #4 sizes)	54	55	52	53
Refuse (Slate and Rock)	78	78	77	78
Breaker Feed—90% coal, 10% rock	56	57	54	55
" " —75% " 25% "	60	61	58	59
" " —60% " 40% "	64	64	62	63
" " —50% " 50% "	66	67	65	66
" " —40% " 60% "	68	69	67	68
" " —25% " 75% "	73	72	72	72

NOTE: A—Southern Coal Field.
B—Eastern Middle Coal Field.
C—Western Middle Coal Field.
D—Northern Coal Field.

Tests were run in 1951 by Wilmot Engineering Company on wet material. Clean coal contained no sink on 1.7 gravity. Refuse contained no float on 1.9 gravity.

Coals of the United States (Ash-Free Analysis)

TYPE OF COAL	Per Cent. Fixed Carbon	Per Cent. Volatile Matter	Per Cent. Mois- ture	B. T. U. Per Pound
Anthracite	92 to 96	1 to 5	3.2	14440
Semi-Anthracite	83.8	10.2	6.0	14880
High-rank Semi-Bitum.	83.4	11.6	5.0	15360
Low-rank Semi-Bitum.	75.0	22.0	3.0	15480
High-rank Bituminous	64.6	32.2	3.2	15160
Medium-rank Bitum.	54.2	40.8	5.0	13880
Low-rank Bituminous	47.0	41.4	11.6	12880
Sub-Bituminous	42.4	34.2	23.4	9720
Lignite	37.8	18.8	43.4	7400

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SIZING OF COAL

From A.S.T.M. Standards on Coal and Coke (Sept., 1934)
SIEVE OPENINGS AND WIRE DIAMETERS FOR
FINENESS OF POWDERED COAL

U.S.St'd Sieve	Sieve Opening Milli-	Wire Diam. Milli-
Series No.	Microns	Inches
16	1190	1.19
30	590	0.59
50	297	0.297
100	149	0.149
200	74	0.074

SIZES OF SQUARE MESH SCREENS FOR BITUMINOUS
COAL CRUSHED TO LESS THAN 1 1/2"

The sieve analysis of crushed bituminous coal shall
be reported in percentage to the nearest 0.1 per cent
as follows:

Retained on 1.050"	Per Cent
Through 1.050" and retained on 0.742"
Through 0.742" and retained on 0.525"
Through 0.525" and retained on 0.371"
Through 0.371" and retained on 0.263"
Through 0.263" and retained on 0.185"
Through 0.185" and retained on 0.131"
Through 0.131"
Total	100.0

LIP SCREENS

For Loading Chutes. Usually made 2'-4" wide x 2'-8"
long. Perforated with Oblong Holes.

Size Coal	Size Holes
Egg.....	1 1/4" x 2 1/2" mesh
Stove.....	1" x 2" "
Chestnut.....	3/4" x 1 1/2" "
Pea.....	9/16" x 1" "
Buckwheat.....	5/16" x 1/2" "
Rice.....	3/16" x 7/16" "

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SIZING SHAKER PERFORATIONS AND CAPACITIES FOR ALL SIZES OF ANTHRACITE COAL

SIZE OF COAL	JACKET MATERIAL	Passing Through (Mesh)	Retained On (Mesh)	Oversize Jacket (Mesh)	% Area Oversize Jacket	Shaker Capacity Tons Per Hr. of Sized Coal Per Sq. Ft. of Area (A) (*)
Broken	Steel	4 3/8"	3 1/4"	3 1/2"	10-20%	1 1/2
Egg	Steel	3 1/4"	2 7/16"	2 5/8"	"	1
Stove	Steel	2 7/16"	1 5/8"	1 3/4"	"	7/8
Chestnut	Steel	1 5/8"	13/16"	7/8"	"	3/4
Pea	Steel	13/16"	9/16"	5/8"	"	1/2
#1 Buck	St. or Mng.Br. (C) (E)	9/16"	5/16"	3/8"	"	3/8
#2 Buck (Rice)	Mang. Bro. (E) (F)	5/16"	3/16"	1/4"	"	1/4
#3 Buck (Bar.)	Mang. Bro. (E) (F)	3/16"	3/32"	1/8"	"	3/16
#4 Buck	Mang. Bro. (E) (F)	3/32"	3/64"	1/16"	0-20%	1/8
#5 Buck (B)	Stainless Stl. (D)	3/64"	1/32"	3/64"	"	1/4 to 1/2 (B)

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*These are average figures and should be varied to suit operating conditions and different types of coals.
All data obtained from operation of standard low speed Sizing Shakers excepting for No. 5 Buckwheat.
Speed 150 to 160 R.P.M. Pitch 1/4" to the foot of length (negative).
(A) Figures based on effective area of screen in use.
(B) WECO Ferranti type high speed screens or vibrating type screens.
(C) Manganese Bronze is more efficient and will not blind as readily as steel.
(D) Wire mesh screen cloth furnished in stainless steel. Stainless steel is usually more efficient than other materials for sizing or dewatering slurry.
(E) In some few cases Ascolloy, Stainless Steel or other alloy or steel plates have proved satisfactory.
(F) Laubread or Perizer tread jackets often help overcome sizing problems.

KEYSTONE RIVETLESS CHAIN



MADE FROM DROP-FORGED STEEL

Size	Kind or Type (See notes)	App. Pitch	Aver. Ult. Strength	Weight Per Ft.
348	EEE-N	3"	22,000	2.1
348	EEE-HT	3"	29,000	2.1
458	EEE-N	4"	38,000	3.125
458	EEE-HT	4"	50,000	3.125
X458	EEE-HT	4"	50,000	3.125
468	EEE-N	4"	55,000	7.75
468	EEE-HT	4"	75,000	7.75
678	EEE-N	6"	73,000	6.5
678	EEE-HT	6"	88,000	6.5
688	EEE-N	6"	110,000	13.5
688	EEE-HT	6"	124,000	13.5
698	EEE-N	6"	124,000	12.5
698	EEE-HT	6"	149,000	12.5
998	EEE-N	9"	124,000	10.3
998	EEE-HT	9"	149,000	10.3
9118	EEE-N	9"	200,000	16.33
9118	EEE-HT	9"	240,000	16.33
9148	EEE-N	9"	270,000	27.00
9148	EEE-HT	9"	300,000	27.00
105208	EEE-N	10 1/2"	350,000	36.5
105208	EEE-HT	10 1/2"	395,000	36.5
105208	C. Steel	10 1/2"	460,000	68.00

MADE FROM CHROME-MANGANESE STEEL

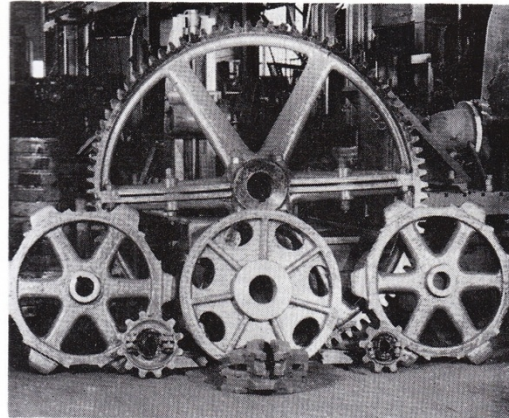
458	A	4"	48,000	3.5
458	B	4"	48,000	3.5
468	A	4"	80,000	8.25
468	B	4"	80,000	8.25
678	A	6"	85,000	6.75
678	B	6"	85,000	6.75
698	A	6"	140,000	13.0
698	B	6"	140,000	13.0
998	A	9"	140,000	10.5
998	B	9"	140,000	10.5
9118	A	9"	230,000	17.0
9118	B	9"	230,000	17.0
9148	A	9"	325,000	28.0
9148	B	9"	325,000	28.0

Note 1: N—Normalized; HT—Heat-Treated.

Note 2: Drop-forged chain also available in SAE 3140 and 3240 steel.

Note 3: Type A chrome-manganese chain is furnished with pins of heat-treated drop-forged steel. Type B: pins are cast chrome-manganese.

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WILMOT DUCTILE IRON

A New Engineering Material

Widely Substituted for Steel

As indicated by the shop picture above, Wilmot Engineering Co., as a licensee, is furnishing castings of Ductile Iron in a wide variety of types and sizes. We invite you to write us for information as to how this new engineering material can help solve your problems. Here are some specific advantages offered by Ductile Iron as compared with cast iron.

LOW COST

MORE MACHINABLE

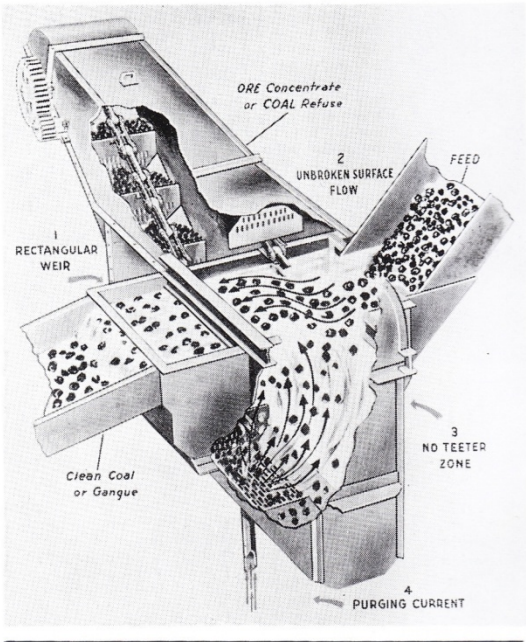
HIGHER STRENGTH

HEAT RESISTANT

DUCTILE (15% ELONGATION)

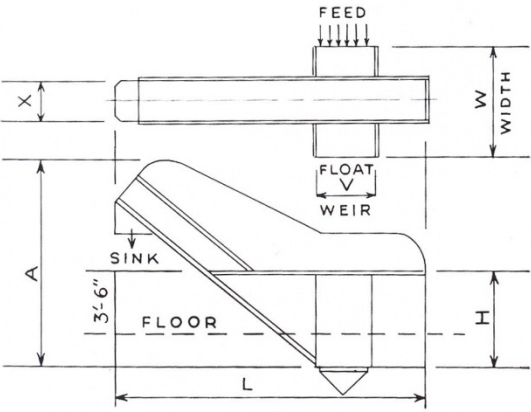
69

WILMOT HEAVY DENSITY SYSTEM (For Coal Cleaning & Ore Concentration)

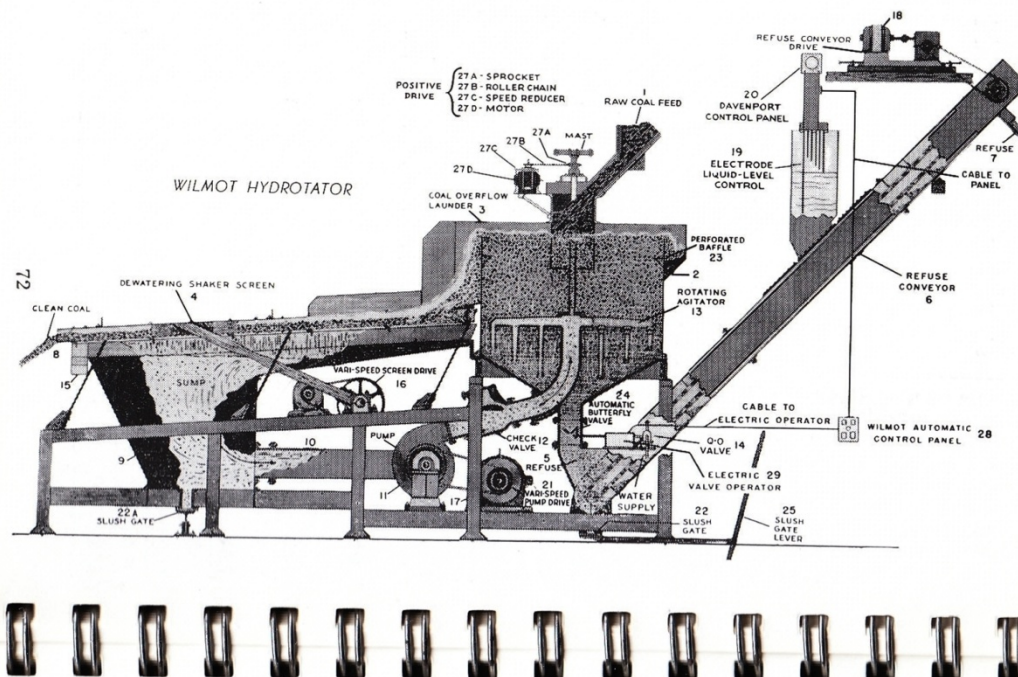


Wilmot Froth Cell Flotation Systems
Custom designed for your particular fine coal recovery problems. We will analyze your fines and make recommendations for maximum recovery.

WILMOT HEAVY DENSITY SYSTEM



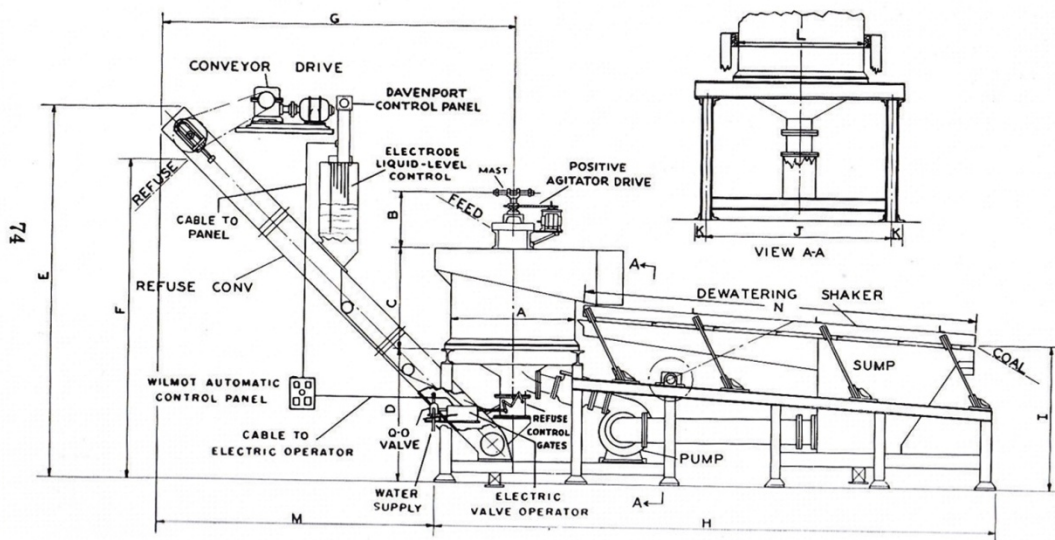
Unit No.	Cap'y TPH	H. P.	Weir V	Width W	Height H	Length L	A	X
20	20	3	18"	2'5"	3' 9"	12' 0"	6'0"	TO SUIT SINK CAPACITY
50	50	5	2'0"	6'0"	5' 5"	15' 3 1/2"	11'2"	
100	100	7 1/2	3'0"	6'0"	5' 5"	16' 3 1/2"	11'2"	
150	150	10	4'6"	8'0"	6' 9"	19' 7"	12'6"	
200	200	15	5'6"	8'0"	6' 9"	20' 7"	12'6"	
250	250	15	7'0"	8'0"	6' 9"	22' 1"	12'6"	
300	300	20	8'6"	10'0"	7' 6"	24' 5 1/2"	13'3"	
500	500	20	10'6"	12'0"	8' 9"	27'11 1/2"	14'6"	
700	700	25	12'0"	14'0"	9'11"	30'10"	16'8"	TO SUIT SINK CAPACITY
800	800	30	14'0"	14'0"	9'11"	32'10"	16'8"	



The WILMOT HYDROTATOR Coal Cleaning Process

OPERATION: Raw coal enters chute (1) and goes into suspension in tank (2). Coal being lower in specific gravity rises and overflows into launder (3) and thence to dewatering shaker (4) and discharges at (8). Refuse being higher in specific gravity settles in tank and passing through butterfly valve (24) and refuse discharge (5) enters refuse conveyor (6) and discharges at (7). Water and undersize material pass through screen (4) into sump (9), through pump intake pipe (10) to recirculating pump (11) which discharges through check valve (12) into rotating agitator (13) and then into tank (2), creating an upward current which floats out clean coal. Fine solids in circulation build up a gravity which is determined by the characteristics of coal being cleaned. Density thus produced causes gravity separation in tank (2). Quality of coal and refuse is controlled by butterfly valve (24) which is operated automatically by electric valve operator (29). As density of medium in tank (2) increases, due to heavier feed or high gravity coal, water level in electrode liquid level control tank (19) rises, making contact with designated electrode through Davenport control panel (20) and Wilmot automatic control panel (28) causes electric valve operator (29) to open butterfly valve (24) and close feed water quick opening valve (14) and allows refuse to discharge through (5) into refuse conveyor (6). If density of medium in tank (2) decreases, this action is reversed. The Wilmot Automatic Control Panel (28) is equipped with reverse relays which permit gates in butterfly valve (24) to free themselves should they become jammed and either visible or audible signals to summon the operator should this condition continue. Completing circuit in Davenport control panel (20) by connecting to a shorter electrode in liquid level control (19) produces a cleaner refuse, connecting to a longer electrode produces a cleaner coal. Excess water is discharged over overflow (15). Slush gates are provided for sump at (22A) and refuse conveyor at (22). Speeds of circulating pump (11) and dewatering shaker (4) can be regulated by vari-speed V belt drives (21) and (16). Speed of refuse conveyor may be varied by changing sprockets on refuse conveyor drive (18). Speed of agitator (13) is controlled and held constant by positive drive (27). Perforated baffle (23) retards upward current along inside of tank and helps to prevent overflow of heavy gravity material.

WILMOT HYDROTATOR, STANDARD TYPE



OVERALL DIMENSIONS OF STANDARD TYPE WILMOT HYDROTATORS

A	B	C	D	E	F	G	H	I	J	K	L	M	N	Pump
5'-0"	2'-9"	5'-1½"	5'-10½"	17'-7"	15'-6"	16'-6½"	22'-9½"	6'-9½"	7'-10"	6"	5'-0"	13'-10½"	16'-0"	6"
5'-0"	2'-7"	5'-1½"	6'-2"	17'-11"	15'-10"	16'-5¾"	22'-10"	7'-3½"	7'-10"	6"	5'-0"	13'-3¾"	16'-0"	8"
*5'-0"	2'-1"	5'-7½"	6'-7¾"	18'-1¼"	15'-0¾"	18'-0¼"	22'-10"	7'-6"	6'-10"	6"	4'-0"	14'-10¼"	17'-0¼"	10"
6'-0"	2'-7"	5'-1¾"	6'-2"	17'-11"	15'-10"	16'-11⅞"	26'-9¼"	6'-6⅞"	8'-10"	6"	6'-0"	13'-4"	19'-0"	6"
6'-0"	2'-7"	5'-1¾"	6'-5½"	18'-2½"	16'-1½"	16'-11⅞"	26'-9¼"	6'-11⅞"	8'-10"	6"	6'-0"	13'-3½"	19'-0"	8"
7'-0"	2'-7"	5'-1¾"	6'-8"	18'-3¾"	16'-2¾"	17'-6"	27'-9"	6'-10"	9'-10"	6"	7'-0"	13'-4¼"	19'-0"	8"
7'-0"	2'-7"	5'-1¾"	6'-11⅞"	18'-8½"	16'-7½"	17'-5¼"	27'-9"	7'-1⅝"	9'-10"	6"	7'-0"	13'-3½"	19'-0"	10"
8'-0"	2'-7"	5'-2⅝"	7'-3¼"	19'-17⅞"	17'-0⅞"	18'-3⅜"	28'-7⅞"	7'-4½"	9'-10"	6"	7'-0"	13'-8½"	19'-0"	10"
9'-0"	2'-7"	5'-2⅝"	7'-2½"	18'-11½"	16'-10½"	18'-4"	27'-11⅝"	7'-3¾"	10'-10"	6"	8'-0"	13'-3¼"	19'-0"	8"

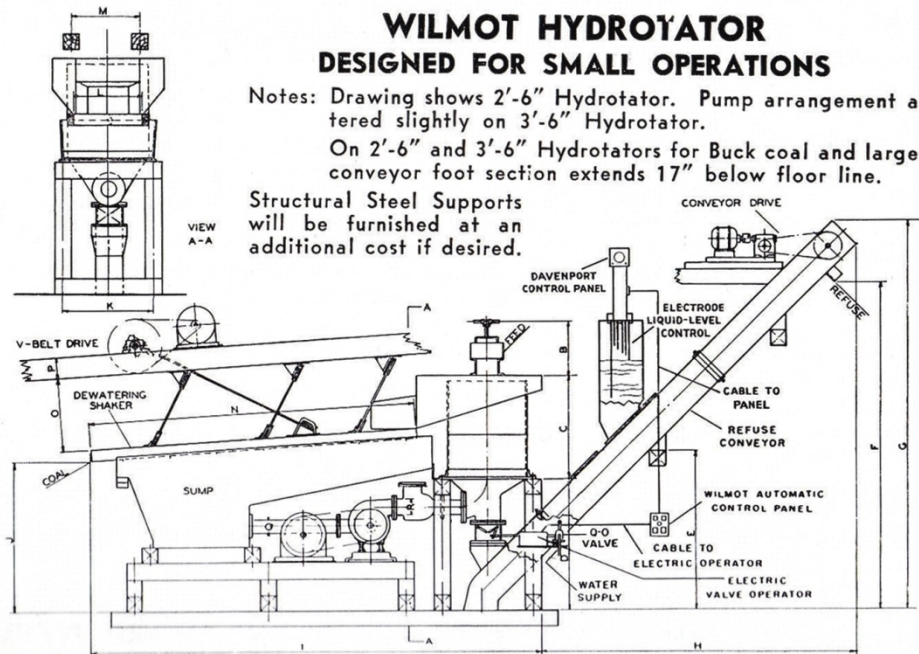
* For Egg, Stove, or Nut. Base of Conv. Foot Section Extends 4'-3⅝" Below Floor Line.

WILMOT HYDROTATOR DESIGNED FOR SMALL OPERATIONS

Notes: Drawing shows 2'-6" Hydrotator. Pump arrangement altered slightly on 3'-6" Hydrotator.

On 2'-6" and 3'-6" Hydrotators for Buck coal and larger, conveyor foot section extends 17" below floor line.

Structural Steel Supports will be furnished at an additional cost if desired.



DIMENSIONS—Wilmot Hydrotator for Small Operations

Size	A	B	C	D	E	F	G	H	I	J
2'-6"	2'-6"	20"	3'-3"	4'-17 ⁵ / ₈ "	5'-0"	10'-7 ⁵ / ₈ "	12'-3"	9'-10"	14'-0 ³ / ₄ "	4'-9"
3'-6"	3'-6"	26"	3'-11"	4'-4 ³ / ₄ "	5'-11 ¹ / ₄ "	12'-8"	15'-1"	13'-7 ¹ / ₂ "	16'-10 ⁵ / ₈ "	4'-11"
*3'-6"	3'-6"	26"	4'-1"	4'-9 ³ / ₈ "	6'-0"	12'-6 ¹ / ₄ "	14'-7 ¹ / ₄ "	12'-5 ¹ / ₄ "	17'-6"	5'-4"

Size	K	L	L'	M	M'	N	O	P	Q	R
2'-6"	2'-10"	2'-21 ¹ / ₄ "	3'-3 ³ / ₈ "	2'-2"	3'-2"	10'-11 ¹ / ₂ "	2'-4 ¹ / ₄ "	8"	4"	4"
3'-6"	3'-10"	3'-3 ³ / ₈ "	4'-41 ¹ / ₂ "	3'-2"	4'-31 ¹ / ₂ "	12'-61 ¹ / ₄ "	2'-5 ⁵ / ₈ "	8"	6"	5"
*3'-6"	3'-10"	3'-0"	—	3'-1"	—	13'-01 ¹ / ₄ "	2'-5 ⁵ / ₈ "	8"	10"	6"

Dimensions L' and M' to be substituted for L & M when Hydrotator is used for #4 or #5 coal.

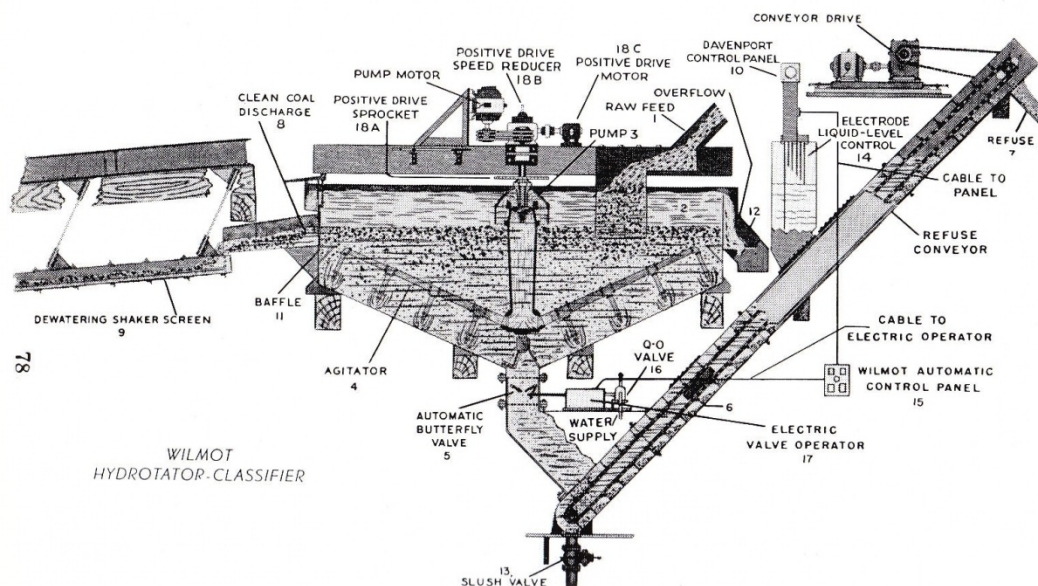
CAPACITY, HORSEPOWER AND WATER REQUIRED

Size	† Clean Coal Capacity—Tons Per Hour								Ref. Con. Cap.	Size Pump	Pump H. P.	Dewt. Screen H. P.	Ref. Con. H. P.	Water Req'd G.P.M.
	Stove	Nut	Pea	Buck	Rice	Bar.	#4	‡ #5						
2'-6"	—	—	10	8	7	6	5	5	10	4"	3—10	2	2	60
3'-6"	—	—	17	12	11	10	9	9	20	5"	5—15	3	3-5	90
*3'-6"	25	25	—	—	—	—	—	—	30	6"	30—40	5	5	190

* For Stove or Nut Coal only.

† Clean coal capacities of Hydrotators are minimum capacities. Machine may produce 50% more clean coal in Northern Anthracite Field.

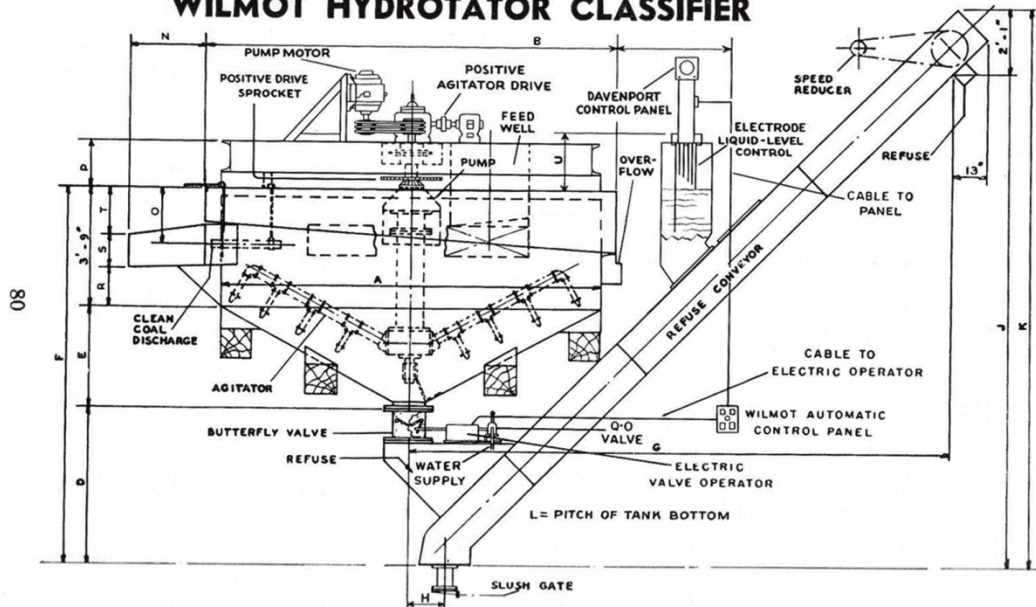
‡ Hydrotators are used for #5 coal only when feed is presized.



WILMOT HYDROTATOR CLASSIFIER

OPERATION: Fine coal and water (20% solids) are introduced through feed well (1) to tank (2). Vertical circulating pump (3) takes water from tank (2) about 18" below the surface and discharges on tank bottom through agitator (4), the speed of which is controlled by a positive drive (18). The circulating water creates an upward current in tank, holding all lighter solids in suspension and creating a hindered settling condition which stratifies coal and refuse according to their respective specific gravities. The coal travels in suspension from feed well to clean coal discharge pipes (8) in side of tank (2) and thence to Wilmot Dewatering Screen (9). Clean dewatered oversize material passes over screen while high ash fines and water pass through screen to waste. Refuse in tank (2) settles to bottom center discharge, passing through automatic butterfly valve (5) to refuse conveyor (6) and discharges at (7). Excess water and minus 100 mesh fines overflow top of tank (2) and flow to waste through overflow launder (12). The quality of coal and refuse is controlled by butterfly valve (5) which is operated automatically by electric valve operator (17). As density of medium in main tank (2) increases, due to heavier feed or high gravity coal, water level in electrode liquid level control tank (14) rises, making contact with designated electrode through Davenport control panel (10) and Wilmot automatic control panel (15) causes electric valve operator (17) to open butterfly valve (5) and close feed water quick opening valve (16) and allows refuse to discharge into refuse conveyor (6). If density of medium in main separating tank (2) decreases, this action is reversed. The Wilmot Automatic Control Panel (15) is equipped with reverse relays which permit gates in butterfly valve (5) to free themselves should they become jammed and either visible or audible signals to summon operator should this condition continue. Completing circuit in Davenport control panel (10) by connecting to a shorter electrode in liquid level control (14) produces a cleaner refuse, connecting to a longer electrode produces a cleaner coal. A slush valve (13) is provided in bottom of refuse conveyor. Speed of circulating pump (3) is regulated by means of vari-speed V Belt drive. Speed of refuse conveyor (6) is varied by changing sprockets on refuse conveyor drive. Perforated baffle (11) retards the accelerated upward current along the inside of tank and prevents excess high ash material from being drawn off through coal discharge pipes.

WILMOT HYDROTATOR CLASSIFIER

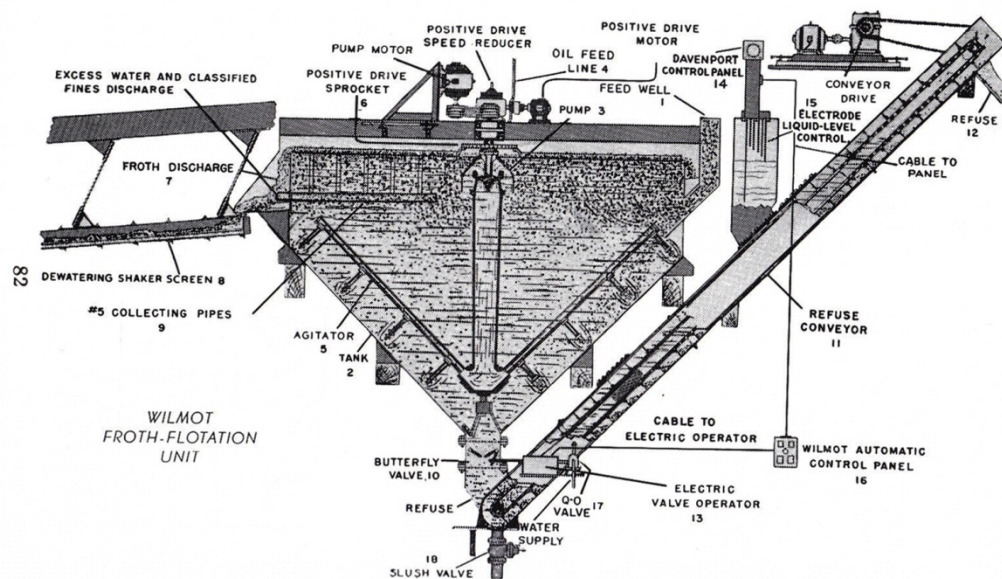


OVERALL DIMENSIONS OF WILMOT HYDROTATOR CLASSIFIER

Size	A O. Dia.	B 1. Dia.	C	D	E	F	G	H	J
6'-0"	6'-0 $\frac{1}{2}$ "	7'-0 $\frac{1}{2}$ "	23"	3'-2 $\frac{1}{2}$ "	2'-8 $\frac{1}{2}$ "	9'-8"	14'-5 $\frac{1}{2}$ "	9"	13'-4 $\frac{3}{4}$ "
9'-0"	9'-0 $\frac{1}{2}$ "	10'-0 $\frac{1}{2}$ "	23 $\frac{1}{2}$ "	3'-2 $\frac{1}{2}$ "	4'-2 $\frac{1}{2}$ "	11'-2"	15'-11 $\frac{1}{2}$ "	9"	14'-11"
12'-0"	12'-0 $\frac{1}{2}$ "	13'-0 $\frac{1}{2}$ "	2'-7 $\frac{1}{2}$ "	3'-6 $\frac{3}{4}$ "	6'-0 $\frac{5}{8}$ "	13'-4 $\frac{3}{8}$ "	19'-10 $\frac{1}{2}$ "	14"	18'-4 $\frac{1}{2}$ "
16'-0"	16'-0 $\frac{1}{2}$ "	17'-0 $\frac{1}{2}$ "	5'-0"	7'-2 $\frac{1}{2}$ "	7'-7"	18'-6 $\frac{1}{2}$ "	22'-11 $\frac{1}{2}$ "	19 $\frac{3}{4}$ "	23'-3 $\frac{1}{2}$ "
‡20'-0"	20'-0 $\frac{1}{2}$ "	21'-0 $\frac{1}{2}$ "	3'-0"	3'-10 $\frac{3}{8}$ "	9'-6 $\frac{7}{8}$ "	17'-2"	24'-5 $\frac{3}{4}$ "	12"	23'-13 $\frac{1}{4}$ "
‡24'-0"	24'-0 $\frac{1}{2}$ "	25'-0 $\frac{1}{2}$ "	3'-0"	3'-10 $\frac{3}{8}$ "	11'-6 $\frac{7}{8}$ "	19'-2"	26'-5 $\frac{3}{4}$ "	12"	25'-13 $\frac{1}{4}$ "

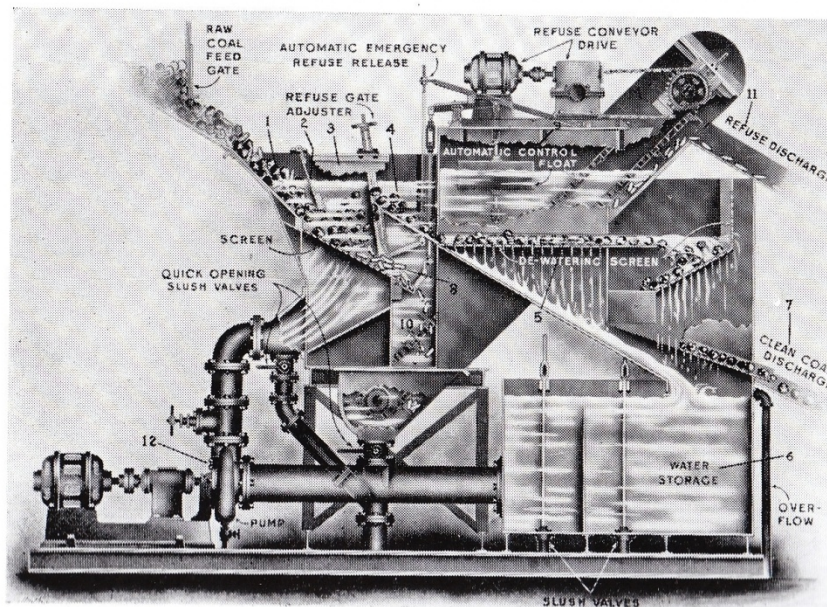
Size	K	L	M	N	O	P	R	S	T	U
6'-0"	15'-5 $\frac{3}{4}$ "	45°	18 $\frac{1}{2}$ "	17 $\frac{1}{2}$ "	18"	8"	16"	16 $\frac{1}{2}$ "	12 $\frac{1}{2}$ "	2'-3"
9'-0"	17'-0"	45°	18 $\frac{1}{2}$ "	17 $\frac{1}{2}$ "	18"	8"	16"	14 $\frac{1}{2}$ "	14 $\frac{1}{2}$ "	2'-3"
12'-0"	20'-5 $\frac{1}{2}$ "	45°	20 $\frac{1}{2}$ "	2'-5 $\frac{1}{2}$ "	21"	15"	15"	12"	18"	3'-5"
	26'-4"	45°	20 $\frac{1}{2}$ "	5'-3 $\frac{1}{4}$ "	21"	15"	5 $\frac{1}{2}$ "	18 $\frac{1}{2}$ "	18"	4'-6 $\frac{1}{2}$ "
‡20'-0"	25'-2 $\frac{3}{4}$ "	45°	20 $\frac{1}{2}$ "	2'-5 $\frac{1}{2}$ "	21"	15"	15"	12"	18"	3'-9"
‡24'-0"	27'-2 $\frac{3}{4}$ "	45°	20 $\frac{1}{2}$ "	2'-5 $\frac{1}{2}$ "	21"	15"	15"	12"	18"	3'-9"

‡ Used for cleaning — #5 coal only.



WILMOT FROTH FLOTATION UNIT

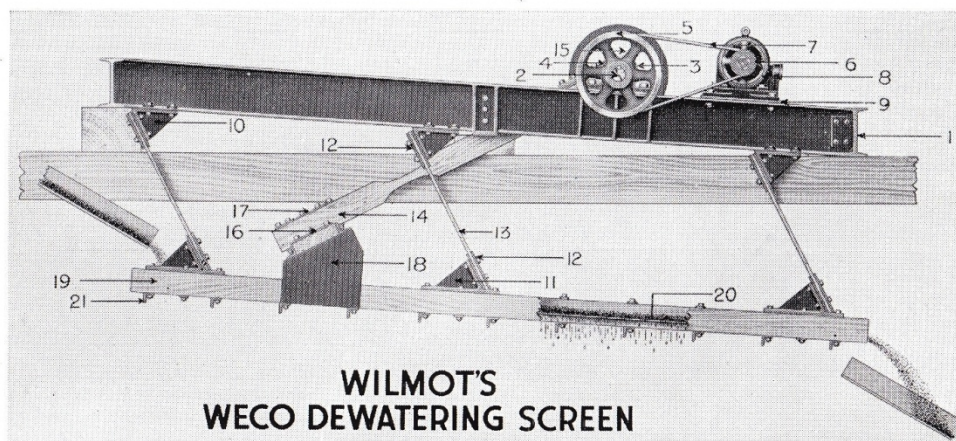
OPERATION: Fine coal with a minimum of water are introduced to separating tank (2) through feed wells (1). Vertical circulating pump (3) takes water from tank (2) at a level approximately 10" below surface and combines it with air and oil which are introduced to pump at (4) and discharges it toward tank bottom through agitator (5), the speed of which is controlled by the positive drive (6). This creates an upward current, holding all the lighter particles in suspension and creating a hindered settling condition which stratifies the coal and refuse according to their respective specific gravities. The coal, having an affinity for the oil used, is caught in the upward current of oil and air bubbles and carried to the surface in the form of a froth. This froth is continuously skimmed from the surface of tank (2) by power driven froth scrapers to clean coal discharge launder (7) and thence to Wilmot Dewatering Screen (8). The clean dewatered and nearly oil-free oversize coal passes over the screen and the minus 100 mesh high ash fines, water, and oil pass through the screen to waste or a second stage if desired. Located in the side of tank (2) are the #5 collecting pipes (9) consisting of valve, manifold pipe, and branch pipes which may be turned to remove material at any predetermined height and discharging to launder (7). Refuse in tank (2) settles to bottom center discharge pipe, passing through automatic butterfly valve (10) to refuse conveyor (11) and discharges at (12). The quality of coal and refuse is controlled by the butterfly valve (10) which is operated automatically by the electric valve operator (13). As density of medium in tank (2) increases, due to heavier feed or high gravity coal, water level in electrode liquid level control tank (15) rises, making contact with designated electrode through Davenport control panel (14) and Wilmot automatic control panel (16) causes electric valve operator (13) to open butterfly valve (10) to close feed water quick opening valve (17) and allows refuse to discharge into refuse conveyor (11). If density of medium in tank (2) decreases, this action is reversed. The Wilmot Automatic Control Panel (16) is equipped with reverse relays which permit gates in butterfly valve (10) to free themselves if they become jammed and either visible or audible signals to summon the operator should this condition continue. Completing circuit in Davenport control panel (14) by connecting to a shorter electrode in liquid level control (15) produces a cleaner refuse, connecting to a longer electrode produces a cleaner coal. A slush valve (18) is provided in bottom of refuse conveyor for draining. The speed of pump (3) can be regulated by means of the vari-speed V Belt drive, while speed of refuse conveyor can be varied by changing sprockets on conveyor drive.


WILMOT HYDRO-SEPARATOR

WILMOT HYDRO-SEPARATOR

OPERATION: Raw coal enters feed section (1) of separating compartment (3) passing under feed gate (2) which is raised or lowered to provide a feed flow consistent with the cleaning capacity of the machine. There it passes over an ascending current of water supplied from sump tank (6) through feed pipe to pump (12), and through a regulating valve and flow pipe to a perforated screen in compartment (3). Perforated screen is of special design to regulate the ascending current and allow coal to float over coal discharge chute (4) to dewatering screens in dewatering compartment (5) by gravity to clean coal discharge (7) and thence to coal pockets. Water which passes through dewatering screens in compartment (5) returns to sump (6) for recirculation. The refuse, being heavier, does not rise as high as the coal when it meets the ascending current in compartment (3) and passes under refuse gate which is adjustable in height by means of hand wheel located on top of compartment (3) and thence over hinged slate gate (8) at end of perforated screen to refuse conveyor (10) from whence it is conveyed by a flight conveyor to refuse discharge (11). The slate gate (8) is held by a rod connected by a lever to which a float (9) is attached. An increase in the refuse content of the feed produces a thicker refuse bed and increases the water pressure which raises water level in the refuse conveyor compartment and float (9). Slate gate (8) lowers and refuse flow increases until a normal condition is again established. Refuse conveyor is roller chain driven from a speed reducer and motor.

For Hydro-Separators operating on larger size coal an automatic emergency release is added. This is a lever arrangement connected to the refuse gate which is then made in two sections and hinged together. When float continues to rise higher than the normal position to operate slate gate (8) it actuates these levers which opens bottom half of refuse gate further, thus discharging larger pieces of refuse which would block normal refuse discharge.



WILMOT'S WECO DEWATERING SCREEN

LEGEND

- | | | |
|--------------------------------|-----------------------------------|-----------------------------------|
| 1. Steel Supporting Frame. | 8. Motor. | 15. Balance Wheel (Adjustable). |
| 2. Crank Shaft. | 9. Motor Base. | 16. Cross Head. |
| 3. Crank Cap | 10. Upper Shaker Support Bracket. | 17. Shaker Arm Washer. |
| 4. Crank. | 11. Lower Shaker Support Bracket. | 18. Cross Head Bracket. |
| 5. Driven Sheave. | 12. Washer Plates, Upper-Lower. | 19. Shaker Side. |
| 6. Driver Sheave (Vari-pitch). | 13. Hanger Board. | 20. Stainless Steel Screen Panel. |
| 7. V-Belt. | 14. Shaker Arm. | 21. Angle Supports. |



WECO DEWATERING SCREEN

OPERATION: The WECO screen is used principally for dewatering and occasionally sizing the smaller sizes of anthracite.

Its construction is simple and rugged, and the maintenance extremely low.

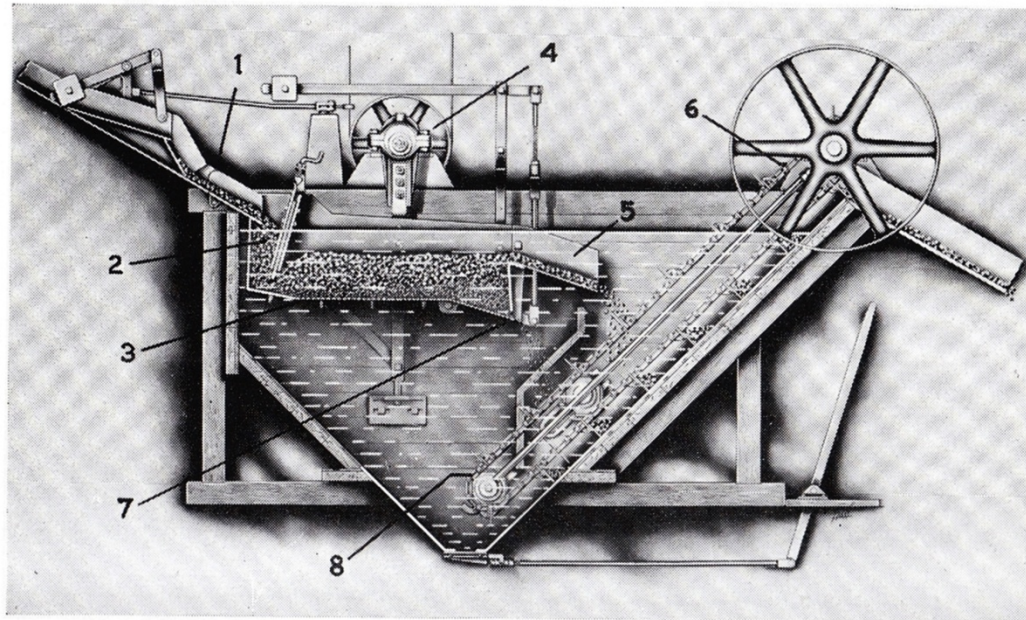
It operates at a speed of from 350 to 400 R.P.M. by means of a vari-speed drive, has a travel of 1" and requires 5 to 7½ horsepower.

It is made in three sizes, viz: 4'-4½" x 10'-¾", 28 panels; 4'-4½" x 14'-4½", 40 panels; and 4'-4½" x 20'-1¼", 56 panels.

The unit is practically self-contained; the crank shaft, drive, motor and screen being supported by a heavy structural steel frame equipped with brackets, which can be set on any convenient horizontal timbers or beams. These timbers or beams require only simple bracing, vibration being absorbed mainly by the structural steel frame.

The dewatering or screening surface is made up of small wood panels dressed with stainless steel Ton-Cap cloth of various meshes, each panel about 13" x 17" which minimizes the cost of cloth replacements.

THE WILMOT "SIMPLEX" JIG



THE WILMOT "SIMPLEX" JIG

OPERATION: Raw coal to be cleaned is fed over feed chute (1) from where it passes under feed gate (2) and enters the jigging compartment or pan (3). Here it gradually forms two or more distinct layers or stratas of material—the sulphur pyrite on the bottom with heavier slate next and coal on the top. This is due to the forward rotary motion imparted to the pan by the eccentrics (4) which moves the coal and refuse materials forward toward the discharge outlets of the pan and spreads the slate so that the refuse bed has a more even thickness to take care of the displacement caused by the automatic refuse discharge. The coal overflows the front end of pan to coal discharge chute (5) and thence to coal conveyor (6) by which it is carried to the top of the jig and discharged to the breaker coal pocket. The slate and heavy material move forward over the perforated pan bottom to the slate gate (7), which, being counterbalanced through a system of levers and weights, automatically discharges it to the refuse conveyor (8). The refuse conveyor carries it to the top of the jig from where it is discharged to breaker refuse pocket.

(See pages 92 and 93 for specifications and sizes of Wilmot "Simplex" Jigs).

TYPE "A" WILMOT SIMPLEX COAL JIG DATA

Weight of Type "A" Jig—10,200 lbs. Operating weight—23,500 lbs.

Tank contains 1500 gallons of water. Floor Space—5' 6" wide x 12' long.

Size—Outside Drive, 7' wide x 15' long x 9' high.

Size—Inside Drive, 6' 3" wide x 15' long x 9' high.

Capacity 12 to 20 tons per hour, depending upon quantity of refuse and size of coal, etc.

Horsepower required to operate—5.

Made with tight and loose pulley, "V" Belt, or friction clutch drive.

Punched steel or bronze perforated bottom, or cast iron or cast bronze perforated bottom plates.

TYPE "D" WILMOT SIMPLEX COAL JIG DATA

Weight of Type "D" Jig—13,350 lbs. Operating weight—29,750 lbs.

Tank contains 2000 gallons of water. Floor space—6' 2" wide x 12' 10" long.

Size—Outside Drive, 8' 2" wide x 17' long x 10' high.

Size—Inside Drive, 7' 4" wide x 17' long x 10' high.

Capacity 20 to 35 tons per hour, depending upon quantity of refuse and size of coal, etc.

Horsepower required to operate—10.

Made with tight and loose pulley, "V" Belt, or friction clutch drive.

Punched steel or bronze perforated bottom, or cast iron or cast bronze perforated bottom plates.

Wagner movement can be supplied for this machine at extra cost.

TYPE "A", "D", "C", AND "E"

Size	Thru Over	Strokes Per Minute
Rice	5/16" - 3/16"	130 - 145
Buckwheat	9/16" - 5/16"	130 - 145
Pea	13/16" - 9/16"	130 - 145
Nut	1 5/8" - 13/16"	135 - 140
Stove	2 7/16" - 1 5/8"	135 - 140
Egg	3 1/4" - 2 7/16"	135 - 140
Broken	4 3/8" - 3 1/4"	135 - 140
Steamboat	5 1/2" - 4 1/2"	120 - 135

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TYPE "C" WILMOT SIMPLEX COAL JIG DATA

Weight of Type "C" Jig—15,400 lbs. Operating weight—35,400 lbs.

Tank contains 2,500 gallons of water.

Floor Space—6'-8" wide x 12'-10" long.

Size—Outside Drive, 9' 8" wide x 18' long x 12' high.

Size—Inside Drive, 6' 10" wide x 18' long x 12' high.

Capacity, 40 tons per hour, depending upon quantity of refuse, size of coal, etc.

Made with clutch or "V" Belt drive.

Cast Iron or Cast Bronze perforated bottom plates.

Horsepower required to operate—20.

Made with Wagner Pan Movement.

Especially adaptable for Broken Coal.

TYPE "E" WILMOT SIMPLEX COAL JIG DATA

Weight of Type "E" Jig—39,000 lbs. Operating weight—71,000 lbs.

Tank contains 4,000 gallons of water.

Floor Space—8' 4" wide x 17' 8" long.

Size—Outside Drive, 11' 6" wide x 21' 6" long x 15' 6" high.

Size—Inside Drive, 9' 6" wide x 21' 6" long x 15' 6" high.

Capacity, 75 tons per hour, depending upon quantity of refuse, size of coal, etc.

Made with clutch or "V" Belt drive.

Cast Iron or Cast Bronze perforated bottom plates.

Horsepower required to operate—30.

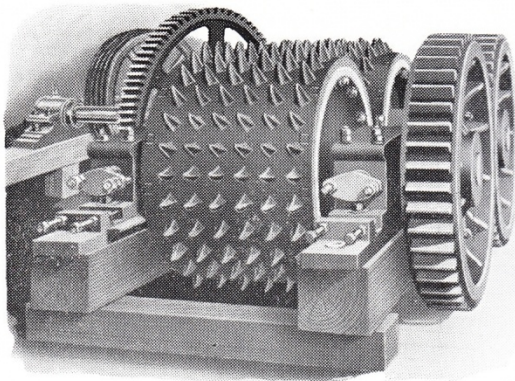
Made with Wagner Pan Movement.

Especially adaptable for Steamboat and Broken Coal.

WILMOT SIMPLEX COAL JIG DATA

Throw of Cam	Pitch of Grate	Holes in Grate	Height of Feed Gate
3/4" - 1"	1/2" - 1 1/2"	3/32"	1 1/2" - 2 1/2"
3/4" - 1"	1/2" - 1 1/2"	3/16"	2" - 3"
1" - 1 1/2"	1/2" - 1 1/2"	5/16"	2 1/2" - 4"
1 1/2" - 1 3/4"	1 - 1 1/2"	7/16"	3" - 4 1/2"
1 1/2" - 1 3/4"	1 - 1 1/2"	9/16"	3 1/2" - 5 1/2"
1 1/2" - 2"	1 - 1 1/2"	9/16"	4 1/4" - 6"
1 1/2" - 2"	1 - 1 1/2"	7/8"	5" - 8"
2" - 2 1/2"	1 - 1 1/2"	7/8"	7" - 12"

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Wilmot Compound Geared Crusher Rolls

WILMOT CRUSHER ROLLS

These rolls are made with interlocking segments which entirely eliminate shear from segment bolts.

The Compound Geared Roll is more efficient for primary crushing and for secondary crushing when the percentage of coal is high. High Speed Rolls prove advantageous for secondary crushing when there is an excess of bone and capped slate.

STANDARD SIZES

High Speed		Compound Geared	
12" x 18"	24" x 30"	24" x 28"	36" x 46"
18" x 18"	30" x 30"	24" x 30"	48" x 36"
18" x 24"	36" x 36"	30" x 30"	48" x 48"
24" x 24"		30" x 36"	60" x 60"
		36" x 34"	

No. 1 Primary Roll . . . 34" x 52"

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WILMOT CRUSHER ROLLS

Prepared sizes of anthracite coal may be crushed to pea or buckwheat #1 and smaller with a minimum of undersize in Wilmot crusher rolls with specially designed toothed segments. Samples of actual commercial crushing are given in data below:

TEST No. 1

Grinding Prepared Nut and Stove to Buck #1 & smaller
Product From Roll

Size Coal	Mesh		% Weight	Cum. % Weight
	Thru.	Over		
Stove	2 1/2"	1 9/16"	0.0	0.0
Nut	1 9/16"	13/16"	6.2	6.2
Pea	13/16"	9/16"	11.2	17.4
Buck	9/16"	5/16"	47.7	65.1
Rice	5/16"	3/16"	17.2	82.3
Barley	3/16"	3/32"	9.3	91.6
#4	3/32"	3/64"	4.3	95.9
Smaller	3/64"	0"	4.1	100.0

TEST No. 2

Grinding Egg and Stove Coal to Pea and smaller
Product From Roll

Size Coal	Mesh		% Weight	Cum. % Weight
	Thru.	Over		
Stove	2 1/2"	1 9/16"	0.0	0.0
Nut	1 9/16"	13/16"	3.80	3.80
Pea	13/16"	9/16"	25.80	29.60
Buck	9/16"	5/16"	39.60	69.20
Rice	5/16"	3/16"	13.20	82.40
Barley	3/16"	3/32"	8.40	90.80
#4	3/32"	3/64"	4.00	94.80
Smaller	3/64"	0"	5.20	100.0

Source of data will be furnished on request.

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WILMOT PRODUCTS AND SERVICES

MINERAL & COAL CLEANING EQUIPMENT

WILMOT HEAVY DENSITY SYSTEM	WILMOT FROTH FLOTA- TION SYSTEM
WILMOT HYDROTATORS	WILMOT HYDRO- SEPARATORS
WILMOT HYDROTATOR- CLASSIFIERS	FLOTATION CELLS
WILMOT SIMPLEX JIGS	PICKING TABLES
PORTABLE SIZING SHAKERS	

CRUSHING—CONVEYING—SIZING

SIZING SHAKERS	CRUSHING ROLLS
BUCKET ELEVATORS	DEWATERING SHAKERS
FLIGHT AND APRON CONVEYORS	
LIP SCREENINGS	DEWATERING SHAKERS
PUSH FEEDERS	SETTLING TANKS

DESIGNING • CONSTRUCTION

COAL PREPARATION PLANTS	ORE CONCENTRATING PLANTS
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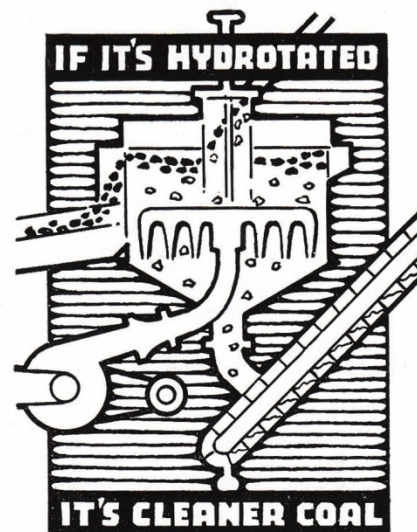
MINING—UNDERGROUND CHAIN CONVEYORS

MISCELLANEOUS

PATTERNS	CASTINGS:—	
MACHINING	GRAY IRON	DUCTILE IRON
PLATE WORK	SEMI-STEEL	BRONZE

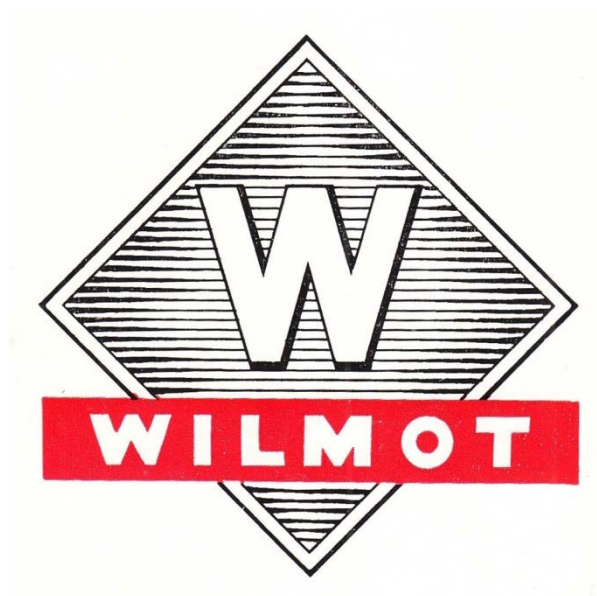
"KEYSTONE" RIVETLESS CHAIN

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WILMOT
A GREAT NAME IN
THE COAL INDUSTRY
HYDROTATOR
COAL Preparation UNITS

WILMOT ENGINEERING CO.
General Offices: HAZLETON, Pa.
Plant: WHITE HAVEN, PA.



Additions for Volume XX:

1. The photograph of the Honesdale Union Station that is given below is an electronic print that was made from a black and white photo negative in the holdings of Sal Mecca, Dunmore. That negative was among many negatives that Sal Mecca bought and the Dr. Edward Steers estate auction. In this photograph, the Honesdale station appears to be brand new. A newspaper photograph of this station is given in Volume XX, p. 158 in this series.



Union Station, Honesdale, PA

2. Three agreements between the D. & H. and the Erie Railroad on joint facilities (D&H/Erie):

These agreements are found in: *Delaware and Hudson Company / Valuation Department/ A Collection of Facts Relating to Joint Facilities, / Pennsylvania Division / April – 1917*. Compiled by W. J. H. Manning. This volume was purchased by John V. Buberniak on March 23, 2010 from Willis Monie Books – ABAA, Cooperstown, NY 13326 for \$100, and donated by John V. Buberniak to the Carbondale D&H Transportation Museum on November 22, 2017.

The contents of this remarkable book, all of which relate to joint facilities (D&H and another company) on the Pennsylvania Division, are given on the following three pages:

VALUATION DEPARTMENT
THE DELAWARE AND HUDSON CO.

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The three agreements that concern us in the present instance are these three:

Here, from Manning's remarkable book, is the material on the D&H/Erie joint facilities at Honesdale:

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<p>ERIE RAILROAD CONNECTION.</p> <p>The Honesdale Branch of the Delaware and Hudson Company begins at the junction with the Erie Railroad <u>4400</u> feet east of the Honesdale station. The history of this connection is as follows:</p> <p>Prior to 1900 the Erie Railroad placed wide guage cars at coal pockets at point "B" on blueprint. Wide guage tracks extending from Erie R.R. track over D. & H. land to a point about "C" on blueprint. These tracks being wide guage had no junction with the narrow guage gravity railroad tracks. They were laid on D. & H. land presumably by the D. & H. Co. in order that the Erie R.R. might place cars, and take them away when loaded, at the coal pockets. The custom being at that time, to ship coal via Erie R.R. when the canal was unable to take care of it during such times as Winter, low water, or scarcity of boats.</p> <p>In 1899 and 1900 the D. & H. Co. constructed the present wide guage track from Carbondale to Honesdale and at the latter place they connected up with the wide guage tracks before mentioned. This gave a standard guage connection between Erie R.R. and D. & H. Co.</p> <p>Upon the completion of this connection the Erie R.R. became desirous of using our passenger station as it is in a better location than their own, which they were using. Mr. W. F. Merrill, Vice President, Erie R.R. took the matter up with Mr. H. G. Young, General Manager, D. & H. Co. in September, 1899. After some correspondence, copies of which are attached, an agreement was reached by which the Erie R.R. was permitted to use our station for a rental of \$100.00 per month. This agreement was not a formal document but Mr. H. G. Young wrote C. R. Manville, September 22, 1900, giving an interpretation of the contract</p>		

VALUATION DEPARTMENT
THE DELAWARE AND HUDSON CO.

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SUBJECT

HONESDALE, PA.

P.2.

ERIE RAILROAD CONNECTION.

between the Erie R.R. and The D. & H. Co. relative to use of facilities at Honesdale, and this letter is filed as Misc. Doc. No. 2236. Copy of this Misc. Doc. is attached.

On October 1, 1900 The Erie R.R. ran its first train into our station at Honesdale. At the present time the Erie R.R. still continue to use the station at the same cost, \$100.00 per month. They also enjoy the use of other facilities, as follows:

In order that the Erie Railroad passenger trains may reach the station, facilities of The Delaware and Hudson Company, it is necessary for them to use, approximately 0.899 of a mile of our tracks. This is shown on blueprint attached as from point "A" to "D", the latter being the switch just north of the Honesdale passenger station.

The Erie Railroad local freight crews come onto our tracks at point "A" and sometimes run to a point opposite the turntable, using our tracks between these points for the purpose of switching their cars. This custom has probably grown out of the fact that the Erie Railroad switched cars on these tracks prior to the building of wide gauge track - Honesdale to Carbondale.

The Delaware and Hudson Company switch engines use tracks of the Erie Railroad for a distance of approximately 400 feet south of point "A". The use of Erie tracks by D. & H. Co. and D. & H. Co. tracks by Erie R.R. seems to about balance. The Erie R.R. switch all their trains on tracks opposite the station. Erie engines all turned on D. & H. turntable by the Erie crews. Erie engines also take water from D. & H. tank. The D. & H. Co. charging Erie R.R. \$0.50 for each tank of water taken and \$0.25 for each engine turned. There is no agreement covering the above except the standard detour agreement of the

VALUATION DEPARTMENT
THE DELAWARE AND HUDSON CO.

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SUBJECT

HONESDALE, PA.

P.3.

ERIE RAILROAD CONNECTION.

American Railway Association, which was agreed to by the Erie Railroad and this Company on February 17, 1914.

The interchange tracks are located at the point "A". The Erie Railroad deliver empties to this Company on track No. 3 and The Delaware and Hudson Company deliver loads to them on track No. 2. Each Company employs its own car inspector at this point.

The Delaware and Hudson Company maintain and own the tracks on their property which commences at Point "A".

VALUATION DEPARTMENT
THE DELAWARE AND HUDSON CO.

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C O P Y _____ 191

SUBJECT _____

September 8, 1899.

W.F.Merrill, Esq.,

Vice Pres., Erie R.R.

Dear Sir:

To your favor of the 7th inst., in the matter of new passenger station at Honesdale, I beg to say that we are now at work constructing a new line through Honesdale and propose to create passenger and freight terminal there. It has been my intention as soon as our plans were more matured, to confer with you, a view of renting you such terminal facilities as you may desire to use, and I will see you in regard to the matter the next time I am in N.Y.

Yours very truly,
(Sgd.) H.G.Young.

August 13, 1900.

C.R.Manville, Esq.,
Superintendent.

Dear Sir:

I have agreed with the Erie Co. that they may use our Honesdale passenger terminal by paying us \$100.00 per month, this to include the services of our ticket agent, who will sell all tickets.

This arrangement is based upon a positive agreement by the Erie Co. not to compete or interfere with our Scranton-Honesdale business and to this end, we have agreed that Messrs. Burdick and Roberts, Gen. Pass.Agents shall draw up a satisfactory agreement that will insure this being done. I expect that arrangements will be completed to enable the Erie Co. to commence using the station about Sept. 1st.

Yours very truly,
(Sgd.) H.G.Young.

VALUATION DEPARTMENT
THE DELAWARE AND HUDSON CO.

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C O P Y

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SUBJECT

MISCELLANEOUS DOCUMENT NO. 2236.

THE DELAWARE AND HUDSON COMPANY,
Office of Second Vice President.

Albany, N.Y., Sept. 22, 1900.

H. G. Young,
Second Vice President.C. R. Manville, Esq.,
Superintendent.

Dear Sir:-

At a conference held by Mr. Roberts, G.P.A., of the Erie R.R. and Mr. Burdick, the following memorandum was agreed to:-

"The following is interpretation of contract between the D. & H. Company and the Erie R.R.Co. for use by Erie Co. of D. & H. Terminal at Honesdale. As a part of the consideration for the use by the Erie R.R. of the D. & H. Terminal at Honesdale, it is understood that the use of such terminal is not to be taken advantage of by the Erie R.R.Co. for the purpose of in any way competing with the present passenger interests of the D. & H. to and from that point."

I have accordingly notified Mr. Cummings that, beginning Monday, October 1st, Prox., he could use our passenger terminal at Honesdale which includes service of our ticket agent and the baggageman, for the sum of \$100.00 per month rental; this does not include the use of our turntable or any other facilities; the arrangement is also subject to termination of thirty days notice from this Company in case the arrangement should prove unsatisfactory to us. Please, therefore, make arrangements accordingly.

Yours very truly,

(Sgd.) H.G.Young.

Copy for L.H.Stewart.

COMPARED.

THE DELAWARE AND HUDSON CO.

COPY

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SUBJECT

September 22, 1900.

G. M. Cummings, Esq.,
Vice Pres., Erie R.R.,
New York,

Dear Sir:

I have your favor of the 21st. inst., advising me of the memorandum of agreement made by Mr. Roberts and Mr. Burdick in connection with the proposed use of our Honesdale passenger terminal by your Company and the same is satisfactory to me. We are willing that your Company should commence the use of our passenger terminal at that point on Monday, Oct. 21st, next, on the basis of the above mentioned memorandum and on the terms named in my letter to you of August 6th. Under this agreement we furnish you the services of ticket agent and baggageman, but do not furnish the use of our turntable.

This agreement is also conditioned upon the right of this Company to terminate same upon 30 days notice to your Company in case it should prove unsatisfactory.

If the foregoing meets your views, kindly advise me and I will arrange accordingly.

Yours very truly,
(Sgd.) H.G.Young.

July 27, 1900.

C.R.Manville,Esq.,
Superintendent.

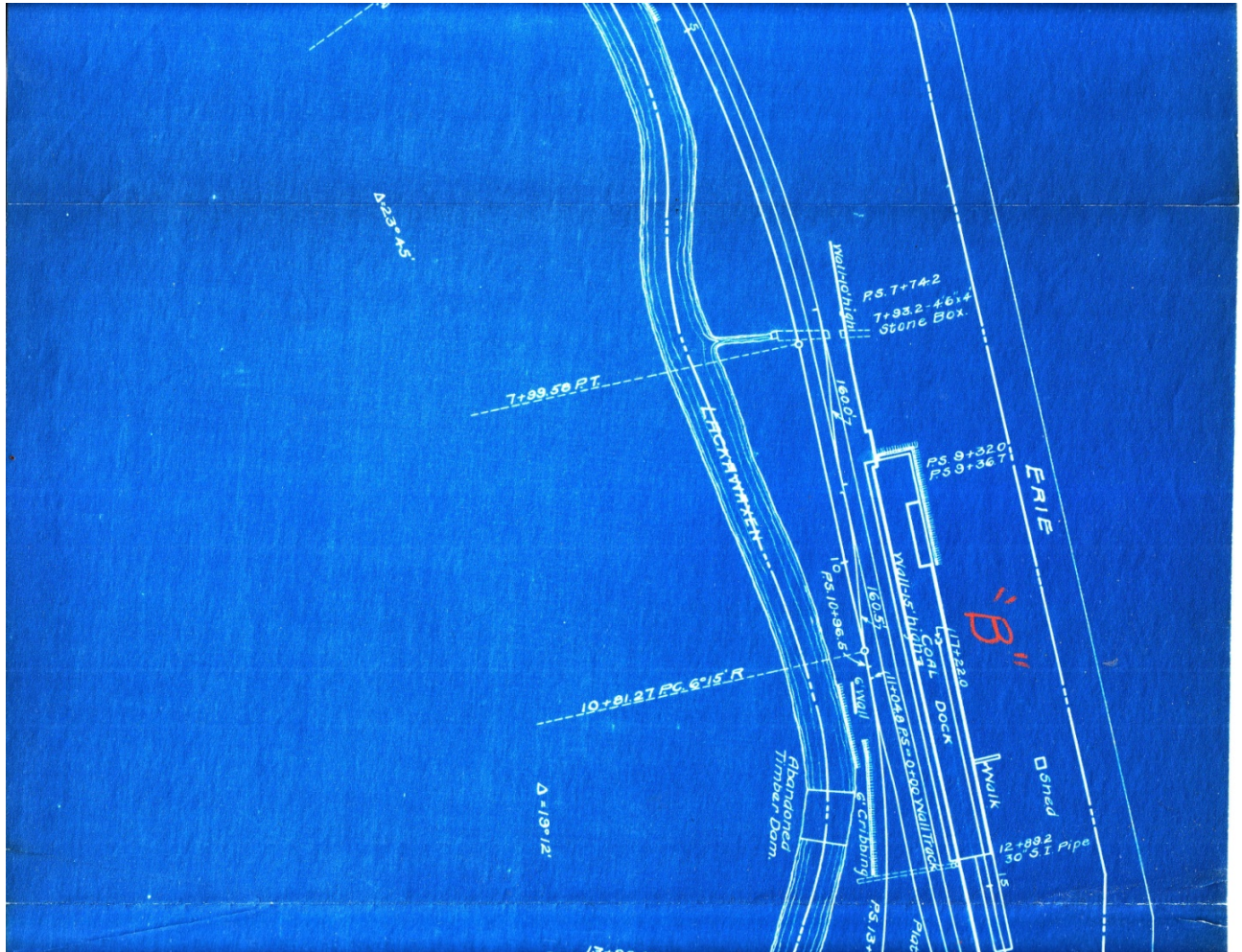
Dear Sir:-

In a conference had with Mr. Cummings of the Erie on Wed. he earnestly requested that I name a rate for the use of our Honesdale passenger terminal and I have agreed to do so. He felt that we were acting unfreindly by declining to negotiate with his Company for the use of our facilities there and thought in view of the fact that he granted us similar facilities at Binghamton, we should reciprocate. I have gone over the matter with Mr. Burdick, and he does not feel that the Erie opposition, due to the advantage they would have by using our facilities, would be very material. The only question now is, what rate we shall charge them and whether such rate shall be based upon the number of passengers carried, trains moved, or an arbitrary sum per month.

Please let me have your view at your early convenience.

Yours very truly,
H.G.Young.









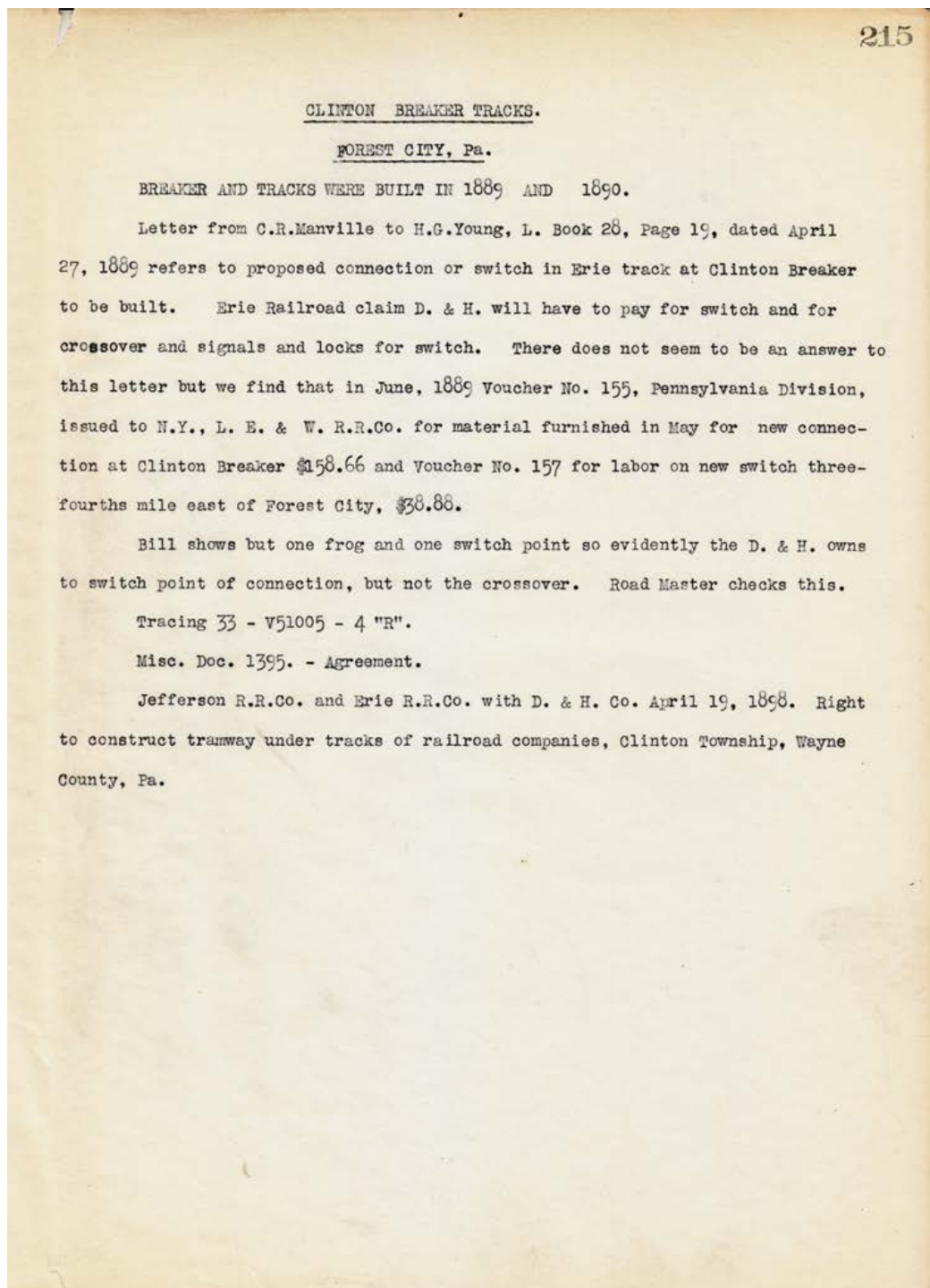


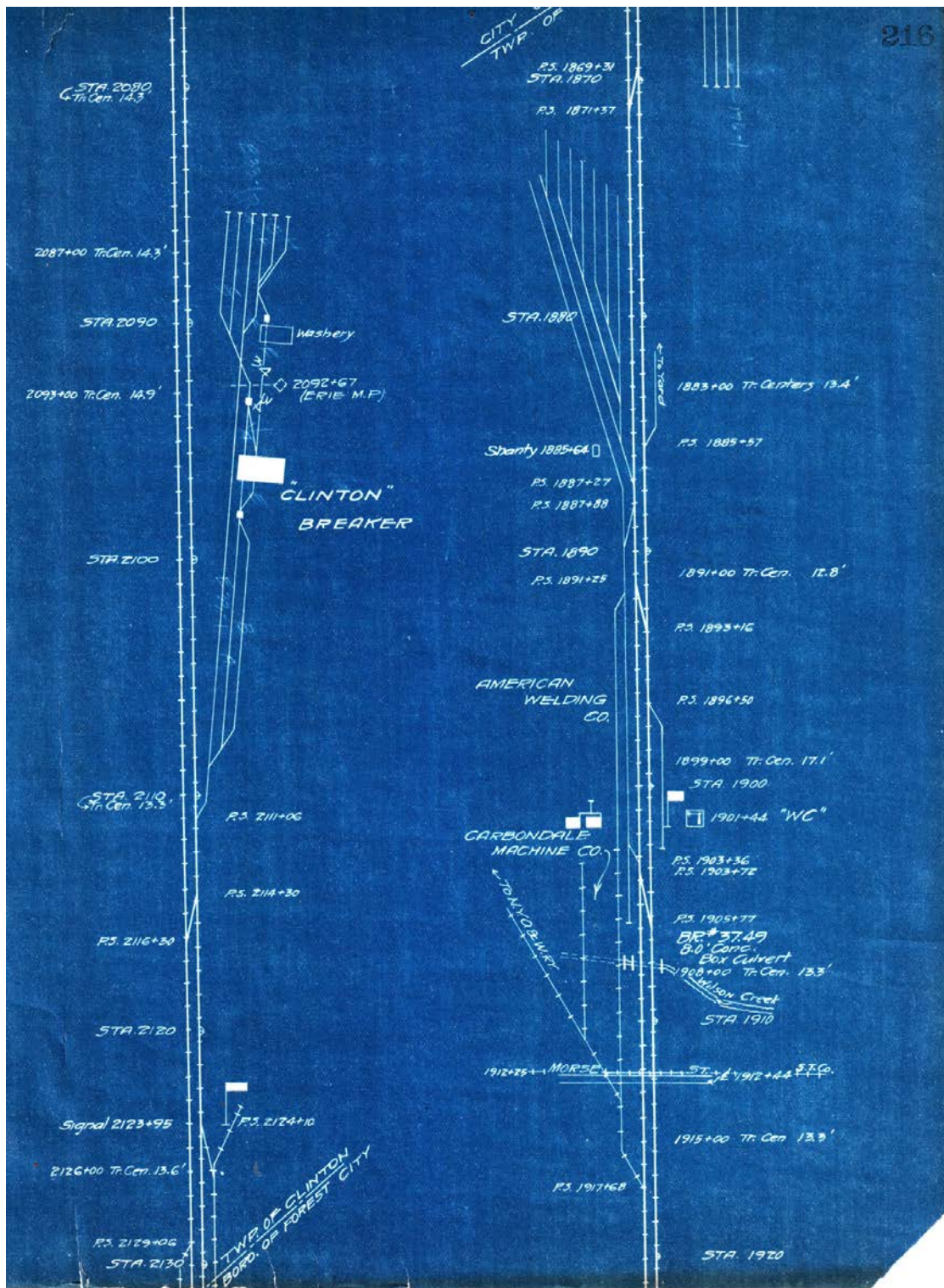






Here, from Manning's remarkable book, is the material on the D&H/Erie joint facilities at Forest City:





Here, from Manning's remarkable book, is the material on the D&H/Erie joint facilities at Jefferson Junction/Lanesboro:

VALUATION DEPARTMENT		201
THE DELAWARE AND HUDSON CO.		
		191
SUBJECT	ERIE RAILROAD CONNECTION AT JEFFERSON JUNCTION, PA.	
<p>The Nineveh Branch, formerly the Lackawanna & Susquehanna Railroad, makes a direct connection with the Jefferson Branch of the Erie Railroad at Jefferson Jct., Pa.</p> <p>Mr. C. S. Weston, Real Estate Agent, in a letter to Mr. A. J. Swift, Chief Engineer, May 5, 1892 has the following to say regarding the above roads. -</p> <p>"Replying to your letter of April 19th, asking for certain information as to certain roads operated by the Pennsylvania Division, and to which I have been unavoidably delayed in replying, I give below such information as we have at hand on the subject, and would say that we are unable to give the exact dates in which the different roads were constructed, and the dates given are approximate.</p> <p>LACKAWANNA & SUSQUEHANNA RAILROAD.</p> <p>Name or original corporation -- Delaware & Hudson Canal Co. Date when built --- Completed in 1871.</p> <p>Note--That portion of the above road lying within the State of Pennsylvania, was built by Delaware & Hudson Canal Co. under authority of Act of Legislature of Pennsylvania entitled "An Act to authorize the President, Managers and Company of the Delaware and Hudson Canal Company to construct a railroad from the point of intersection of the Lackawanna & Susquehanna Railroad with the line between the States of Pennsylvania and New York, to an intersection of the Jefferson Railroad at or near the village of Susquehanna, in Susquehanna County, in the State of Pennsylvania" approved May 12, 1872. The right of way of this portion of the road was acquired in the name of the Northern Coal & Iron Co., under authority of Act of Legislature, approved April 20, 1866. That portion of the above road within the State of New York, was built by the Delaware and Hudson Canal Company under authority of an Act of Legislature of New York, entitled "An Act to amend an Act entitled An Act to Incorporate the President, Managers and Company of the Delaware and Hudson Canal Company" passed April 23, 1823", and passed May 9, 1867."</p> <p>JEFFERSON BRANCH--ERIE RAILROAD.</p> <p>Name of original corporation --Jefferson Railroad Company. Date when---1870. Not leased or owned by Del. & Hud. Canal Co. Delaware & Hudson Canal Co. have trackage rights under various agreements.</p> <p>The Jefferson Branch of the Erie Railroad was doubled tracked in and the D. & H. Co. built an second track from the Junction to Lanesboro at that time.</p> <p>I have been unable to locate any definite data as to the point to where D. & H. rail was laid, but at the present time D. & H. ownership of tracks is about Station 3706-02, Valuation Survey. This is about 50 feet south of frog leading into D. & H. Hole switch and agrees with Mr. M. J. Nugent's telegram</p>		

VALUATION DEPARTMENT
THE DELAWARE AND HUDSON CO.

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SUBJECT

ERIE RAILROAD CONNECTION AT JEFFERSON JUNCTION, PA.

P.2.

of July 20, 1910 to Mr. J. A. McGrew, formerly Maintenance Engineer, D. & H.Co.

The tracks on the east of the main tracks and known as the Hole switch were built primarily for the Harmony Brick Company in connection with a release for right-of-way at this point. Letters between C. R. Manville, Assistant Superintendent and C. S. Weston, General Agent, H. G. Young, Second Vice President, copies of which are attached, give an explanation of the reason for these tracks.

In 1900 the Erie Railroad constructed an Interlocking tower and plant at Jefferson Junction, Pa. There was no formal agreement covering this plant, but The Delaware and Hudson Company, bore one-half the expense. H.G. Young, Second Vice President, The Delaware and Hudson Company wrote C.R.Fitch, General Manager, Erie Railroad, March 21, 1900 agreeing to the D. & H. proposition. Copy of this letter is attached as well as copies of letters between C. R. Manville, Superintendent, and C. S. Weston, General Agent, and F.N.Hibbits, Superintendent, Erie Railroad covering matters at Jefferson Junction.

The Delaware and Hudson Company pays 50% of the cost of operating "JN" Tower. Bill being rendered by the Erie Railroad Company.

C.R.Manville's L.B.67,P.14.
March 13, 1900.

F. N. Hibbits, Esq.,
Supt. Erie Railroad, Carbondale.
Dear Sir:

Referring to your letter of the 12th inst. I presume it will be proper for us to pay for half the cost of the interlocking tower at Jefferson Junction, although I would like to call your attention to the fact, that when the Jefferson Branch was constructed, in 1870 or thereabouts, the Delaware & Hudson Company built, and has since maintained, at its own expense, the depot at Jefferson Junction, which has always been used jointly by the Delaware & Hudson and the Erie Companies, without rental from the latter. Do you not think we are entitled to some consideration in this case?

Yours truly,
C. R. Manville,
Superintendent.

VALUATION DEPARTMENT
THE DELAWARE AND HUDSON CO.

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SUBJECT ERIE RAILROAD CONNECTION AT JEFFERSON JUNCTION, PA.

March 21, 1900.

C.R.Fitch,
General Manager,
Erie Railroad,
New York.

Dear Sir:-

To your favor of the 17th inst. which came during my absence, I will say that this Company will undertake to pay one-half the cost of the inter-locking at Jefferson Junction as per my agreement with Mr. W.F.Merrill, the amount of which you have fixed at \$3944.00 leaving proportion due from this Company \$1972.00.

I hope you will push this work vigorously to completion as it is quite important to us, in order to facilitate train movement over the Jefferson Branch, which of late, has been greatly interrupted resulting in large allowances of over-time to our trainmen and consequent increased cost to this Company.

Yours very truly,

(Sgd.) H.G.Young.

VALUATION DEPARTMENT
THE DELAWARE AND HUDSON CO.

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SUBJECT

ERIE RAILROAD CONNECTION AT JEFFERSON JUNCTION, PA.

P. 3.

C.R. Manville's L.B. 87, P. 536.

November 27, 1900.

C. S. Weston, Esq.,
General Agent, Real Estate Department,
Scranton, Pa.

Dear Sir:-

I beg to hand you herewith letter from J. D. Miller, Attorney, Susquehanna, Pa., in reference to land belonging to the Harmony Brick Co., taken by our Railroad Company for Railroad purposes, at Jefferson Junction. I have replied to Mr. Miller that the matter has been referred to you, and that you will doubtless take it up as early as practicable.

The Erie and the D. & H. Company recently, jointly, installed an interlocking plant at the Junction, which involved shifting our side tracks, located between the Starrucca Creek Bridge and the old Jefferson Junction Station, a few feet in an easterly direction. When this work was commenced the Harmony Brick Company stopped us, but permitted us to go ahead again on my assurance that we would adjust the matter to their satisfaction subsequently.

I think it will be necessary to have an engineer sent to Jefferson Junction to establish the old right of way lines of The Delaware and Hudson and the Erie Railroad Company at that place, and to make a survey of the additional land required to answer our purposes. We could, at the present time, get along if the easterly line were now established say five feet beyond the bottom of the embankment as it is at present, but it is altogether likely that we shall, in the future, require land for one or two additional side tracks, and I think that perhaps a sufficient quantity of land can be secured to accommodate such tracks at an expense only slightly above that the land already occupied will involve.

You will remember that some years ago, when the present side tracks were laid, we had some correspondence with the members of the Harmony Brick Co. who offered to give us the necessary land, if we would build these tracks to accommodate the shipment of their brick, which they proposed to haul by team from the brick yard to Jefferson Junction, and they constructed a bridge across the Starrucca Creek for this purpose. We never obtained a deed for the land in question and we may have to pay for it now, in addition to that recently taken.

(Signed) C.R. Manville,
Superintendent.

VALUATION DEPARTMENT
THE DELAWARE AND HUDSON CO.

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SUBJECT: ERIE RAILROAD CONNECTION AT JEFFERSON JUNCTION, PA. P.4.

C.R. Manville, L.B. 28, P. 403.

July 19, 1889.

C.S. Weston, Esq.,
Gen. Agent, Providence, Pa.
Dear Sir:

We have arranged to put in two side tracks at Jefferson Junction, for freight purposes, on land belonging to the Harmony Brick Company, they agreeing to release to us the right of way for railroad purposes, as long as we desire it. I wish that you would have a lease drawn up covering the matter. The switches in question are to extend from Jefferson Junction station southward to the Starrucca Creek, near the Erie Bridge, in the vicinity of Brandts, and the nearer one to the Erie right of way is to be located eight feet from the fence, which presumably marks the Erie possessions there. If you deem it advisable to have a map showing our right of way, that of the Erie, and this strip as well, made for reference I would suggest that you have Mr. Anderson consult with Mr. Frick and that they together with you can get up a map. The Harmony Brick Company will be the principal users of this switch, and they have agreed to release this right of way to us for a nominal consideration. I want to have it stipulated in the paper that is drawn that the Harmony Brick Company will permit the access of the public to this switch, across their lands, as long as we desire.

Yours truly,

C. R. Manville,

Asst. Supt.

THE DELAWARE AND HUDSON CO.

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SUBJECT: ERIE RAILROAD CONNECTION AT JEFFERSON JUNCTION, PA. P. 5.

C. R. Manville's L.B. 87,
P. 541.

July 3, 1889.

H. G. Young,
Second Vice President,
Albany.

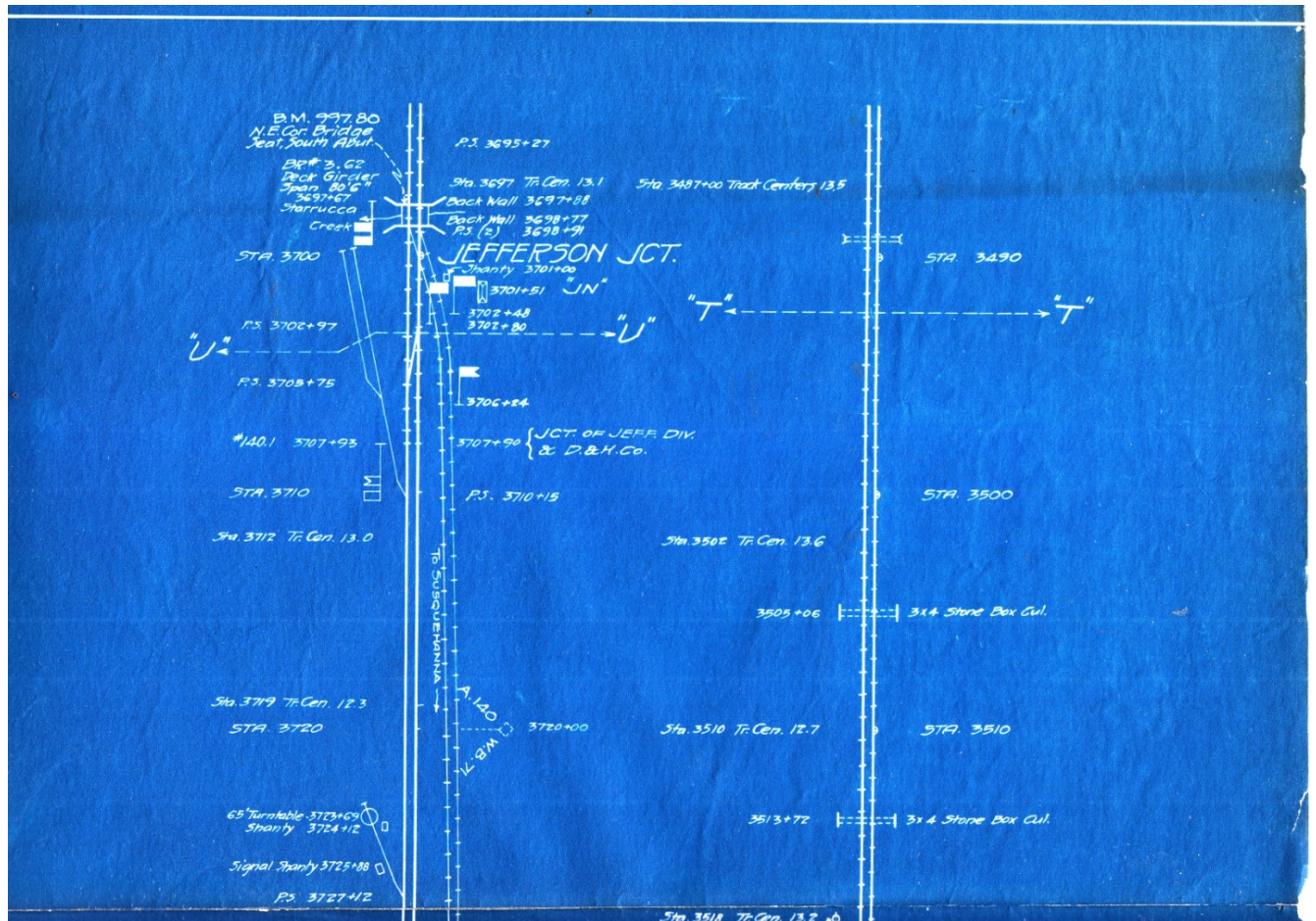
Dear Sir:-

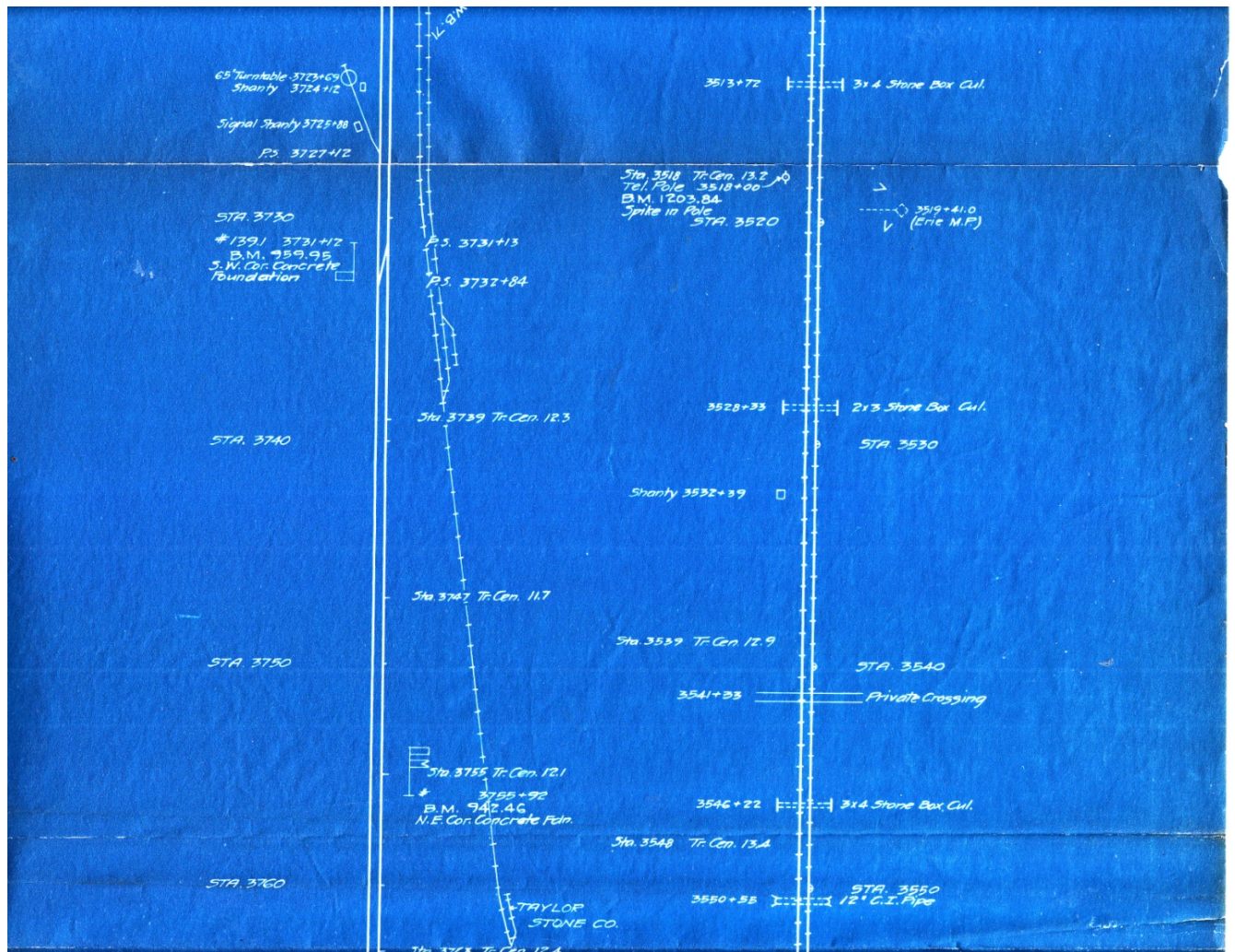
The difficulties of operating the Jefferson Branch under the new arrangement with the Erie, whereby we are permitted to handle to and from Jefferson Branch points only this Company's supplies, are becoming apparent more and more every day.

On a number of occasions, we have placed cars at switches along the Jefferson Branch, to be loaded with stone, brick or lumber for this Company. The Erie have appropriated the cars, and diverted them in some instances, and in others have hauled the cars to Jefferson Junction or to Carbondale, offering them to us, at these points, with back charges. In the case of two cars this week, brick for Mine Department, Providence we placed the cars at Brick Yard, about a thousand feet from Jefferson Junction, intending to take them out ourselves, but Erie brought them into Carbondale, offering them to us with back charges of fifteen dollars per day, which I understand instructed our agent to decline to pay, and also telegraphed Erie that we would not pay any freight to them for hauling our own material from points between Jefferson Junction and Carbondale. There is a considerable amount of stone, and also a large quantity of brick shipped from the vicinity of Stevens Point and Brandts, to Albany and north. The Erie Company's haul, from Brick Yard switch at Brandts to Jefferson Junction, is not much more than a thousand feet, yet they charge about seven and a half dollars a car, freight, for handling it. The shippers say that they are unable to pay this additional freight, and we will lose this business entirely, as well as business from other points on the Jefferson Branch unless different arrangements can be made. The Harmony Brick Company have written us a proposition that if we will lay a short siding from our own tracks at Jefferson Junction, on land which they control, that they will build a wagon road to the siding, and will haul their brick and load on our cars at that point. They also think that they can do a business south of Carbondale that will pay us, as well as them if this switch can be placed. They also state that it will open up an approach to our passenger depot at Jefferson Junction, which may be of advantage to us. I would suggest that we put in this switch at once, and arrange to do their business. We are prepared to go ahead if you approve. Our recommendation would be that we build the switch and own and control it, allowing the Brick Company, and others interested in shipping freights, to construct the wagon road to it.

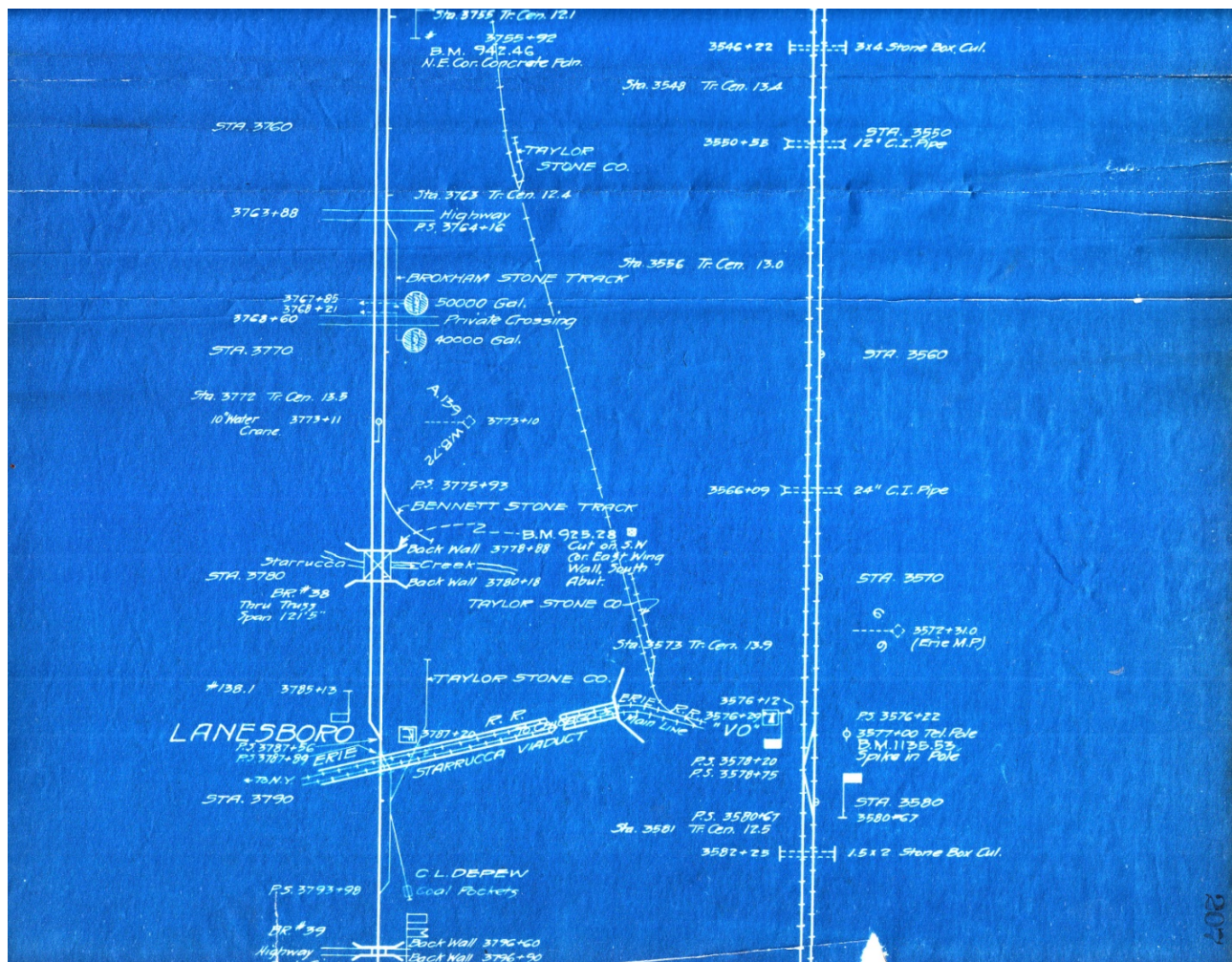
Yours truly,
(Signed) C. R. Manville, Asst. Supt.

Cost of constructing this switch would be light. Will you kindly wire reply.

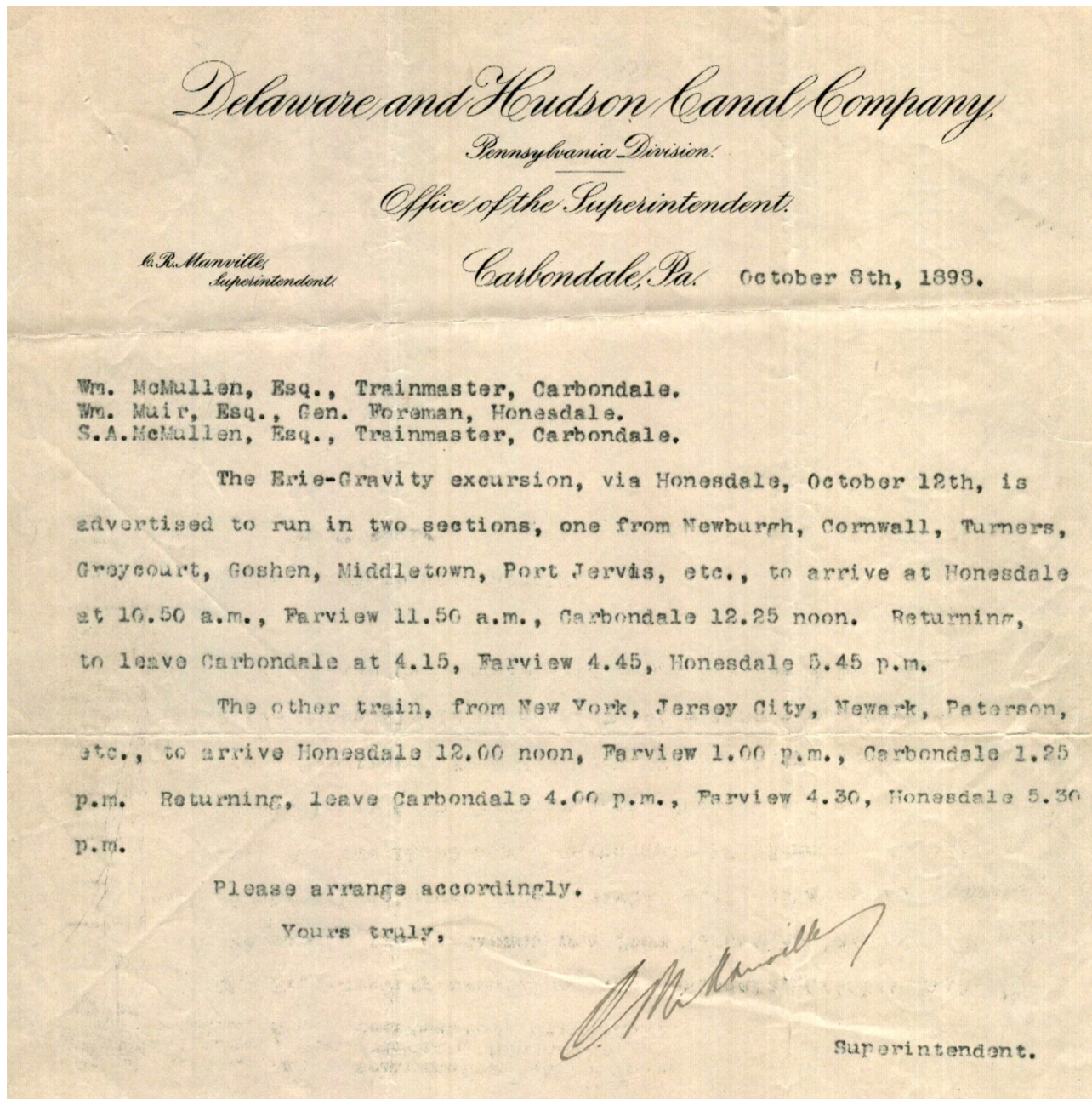




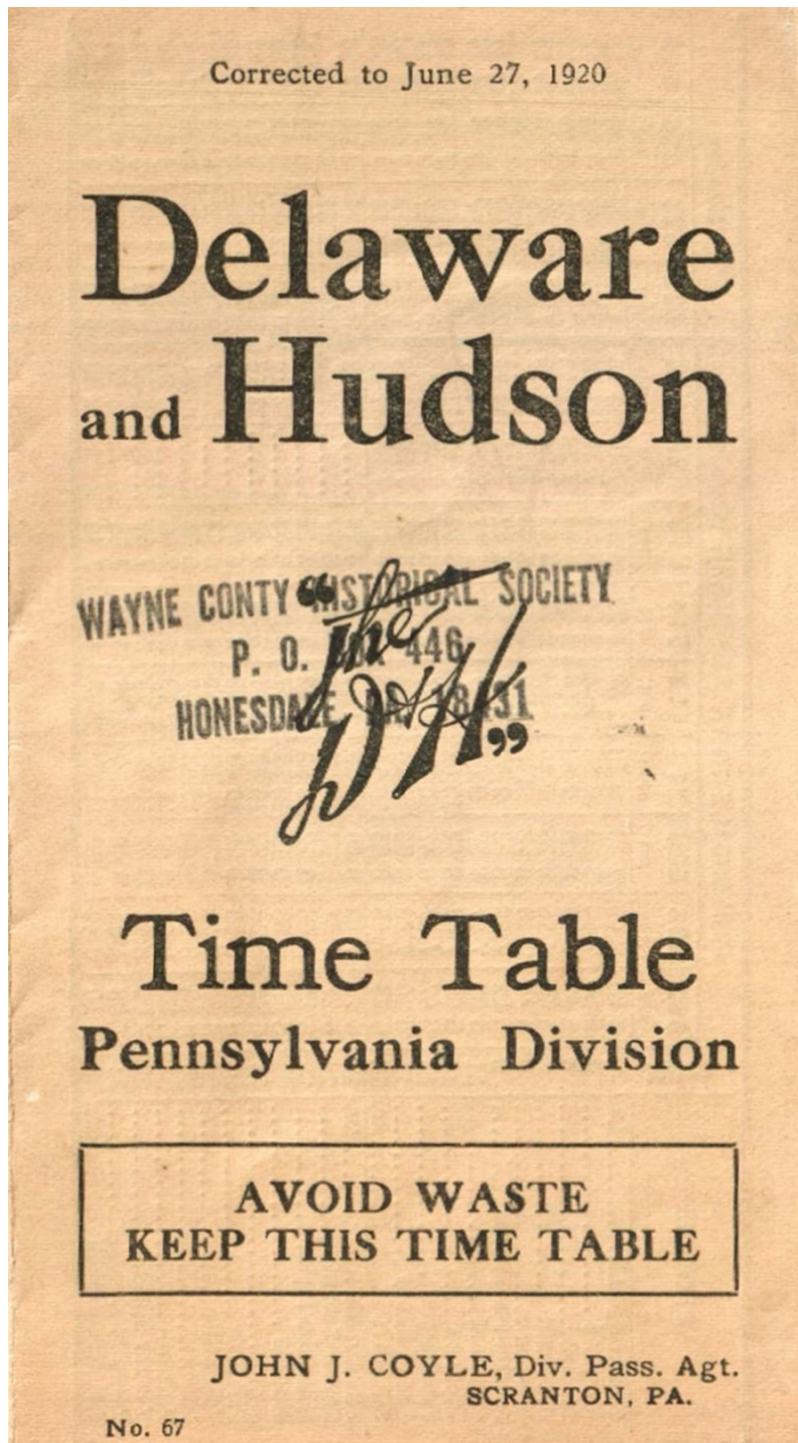




3. Erie-Gravity Excursion, October 12, 1893:



4. *D&H Timetable, the Pennsylvania Division, June 27, 1920.* Copy of original timetable in the holdings of the Wayne County Historical Society, Honesdale.



STATIONS	Miles	CARBONDALE TO WILKES-BARRE Weekday									Sunday			
		502	504	508	510	512	514	518	520	506	522	524	526	516
		AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	AM	PM	PM
CARBONDALE.....Lv.	0	5 30	7 00	8 10	9 30	12 50	2 20	5 30	7 10	11 00	7 20	11 30	7 10	10 10
Mayfield	3	5 36	7 06	8 16	9 36	12 56	2 26	5 36	7 16	11 06	7 24	11 36	7 16	10 16
Jermyn	4	5 40	7 10	8 20	9 40	1 00	2 30	5 40	7 20	11 10	7 27	11 41	7 20	10 20
Archbald	7	5 45	7 15	8 25	9 45	1 05	2 35	5 45	7 25	11 15	7 31	11 46	7 25	10 25
Winton	8	5 48	7 18	8 28	9 48	1 08	2 38	5 48	7 28	.....	7 34	11 48	7 28	.....
Jessup-Peckville	9	5 52	7 22	8 32	9 52	1 12	2 42	5 52	7 32	11 22	7 37	11 52	7 32	10 32
Olyphant	11	5 57	7 27	8 37	9 57	1 17	2 47	5 57	7 37	11 27	7 41	11 57	7 37	10 37
Dickson	12	6 02	7 32	8 42	10 02	1 22	2 52	6 02	7 42	11 32	7 45	12 02	7 42	10 42
Providence	14	6 07	7 37	8 47	10 07	1 27	2 57	6 07	7 47	11 37	7 49	12 07	7 47	10 47
Green Ridge	15	6 10	7 40	8 50	10 10	1 30	3 00	6 10	7 50	11 40	7 52	12 10	7 50	10 50
SCRANTON.....Ar.	16	6 14	7 45	8 55	10 15	1 35	3 05	6 15	7 55	11 45	7 55	12 15	7 55	10 55
SCRANTON.....Lv.	16	6 20	7 50	9 00	10 20	1 40	3 10	6 20	.....	11 55	8 00	12 25	8 00	11 00
South Scranton	18	6 27	7 57	9 07	10 27	1 47	3 17	6 27	.....	.....	8 07	12 32	8 07	.....
Minooka-Taylor	20	6 31	8 02	9 12	10 32	1 52	3 22	6 32	.....	12 07	8 11	12 37	8 12	11 12
Moosic	22	6 36	8 09	9 19	10 39	1 57	3 29	6 39	.....	12 14	8 16	12 44	8 19	11 19
Avoca	24	6 40	8 13	9 23	10 43	2 01	3 33	6 43	.....	12 18	8 20	12 48	8 23	11 23
Pittston	27	6 46	8 19	9 29	10 49	2 05	3 39	6 49	.....	12 24	8 26	12 52	8 29	11 29
Yatesville	28	6 50	8 22	9 32	10 52	2 10	3 45	6 52	.....	12 27	8 30	12 57	8 32	11 32
Lafin	30	6 53	8 26	9 36	10 56	2 14	3 50	6 56	.....	12 31	8 33	1 01	8 36	11 36
Hudson	31	6 57	8 30	9 40	11 00	2 18	3 55	7 00	.....	12 35	8 37	1 05	8 40	11 40
Miners Mills	32	7 00	8 32	9 42	11 02	2 20	3 58	7 02	.....	12 37	8 40	1 07	8 42	11 42
Parsons	33	7 03	8 35	9 45	11 05	2 23	4 01	7 05	.....	12 40	8 43	1 10	8 45	11 45
WILKES-BARRE.....Ar.	35	7 10	8 40	9 50	11 10	2 30	4 06	7 10	.....	12 50	8 50	1 15	8 50	11 50

STATIONS	Miles	WILKES-BARRE TO CARBONDALE Weekday									Sunday			
		501	503	509	505	507	511	513	515	517	503	509	511	517
		AM	AM	AM	PM	PM	PM	PM	PM	PM	AM	AM	PM	PM
WILKES-BARRE.....Lv.	0	5 30	7 45	9 30	1 00	3 20	4 15	5 25	.....	10 45	7 45	9 30	4 15	10 45
Parsons	2	5 35	7 50	9 35	1 05	3 25	4 20	5 30	.....	10 50	7 50	9 35	4 20	10 50
Miners Mills	3	5 38	7 53	9 39	1 08	3 28	4 24	5 32	.....	10 53	7 53	9 39	4 24	10 53
Hudson	4	5 41	7 57	9 43	1 12	3 32	4 27	5 33	.....	10 56	7 57	9 43	4 27	10 56
Lafin	6	5 46	8 02	9 48	1 17	3 37	4 32	5 37	.....	11 01	8 02	9 48	4 32	11 01
Yatesville	7	5 50	8 07	9 54	1 22	3 42	4 37	5 41	.....	11 05	8 07	9 54	4 37	11 05
Pittston	9	5 54	8 11	10 00	1 26	3 46	4 42	5 44	.....	11 08	8 11	10 00	4 42	11 08
Avoca	11	6 00	8 17	10 07	1 32	3 51	4 48	5 48	.....	11 14	8 17	10 07	4 48	11 14
Moosic	13	6 05	8 22	10 12	1 37	3 54	4 53	5 52	.....	11 19	8 22	10 12	4 53	11 19
Minooka-Taylor	16	6 11	8 28	10 19	1 43	3 59	4 59	5 58	.....	11 25	8 28	10 19	4 59	11 25
South Scranton	18	6 15	8 33	.....	1 48	4 03	5 03	6 03	.....	11 29	8 33	.....	5 03	11 29
SCRANTON.....Ar.	19	6 22	8 40	10 30	1 55	4 07	5 07	6 10	.....	11 37	8 40	10 30	5 07	11 37
SCRANTON.....Lv.	19	6 37	8 50	10 45	2 05	4 15	5 15	6 15	9 45	11 45	8 50	10 45	5 15	11 45
Green Ridge	21	6 45	8 55	10 51	2 10	4 20	5 20	6 20	9 50	11 50	8 55	10 51	5 20	11 50
Providence	21	6 50	9 00	10 55	2 14	4 24	5 25	6 23	9 55	11 54	9 00	10 55	5 25	11 54
Dickson	23	6 55	9 05	11 00	2 19	4 28	5 31	6 28	10 00	11 58	9 05	11 00	5 31	11 58
Olyphant	25	7 00	9 10	11 05	2 24	4 32	5 37	6 33	10 05	12 02	9 10	11 05	5 37	12 02
Jessup-Peckville	26	7 05	9 14	11 11	2 29	4 35	5 43	6 38	10 11	12 05	9 14	11 11	5 43	12 05
Winton	28	7 08	9 17	.....	2 32	4 39	5 47	6 42	10 15	12 09	9 17	.....	5 47	12 09
Archbald	29	7 11	9 21	11 19	2 35	4 42	5 51	6 45	10 18	12 12	9 21	11 19	5 51	12 12
Jermyn	31	7 16	9 26	11 25	2 40	4 47	5 56	6 50	10 23	12 17	9 26	11 25	5 56	12 17
Mayfield	32	7 20	9 30	11 30	2 45	4 50	6 00	6 54	10 27	12 20	9 30	11 30	6 00	12 20
CARBONDALE.....Ar.	35	7 30	9 40	11 35	2 55	5 00	6 10	7 00	10 35	12 30	9 40	11 35	6 10	12 30

WILKES-BARRE AND NINEVEH										HONESDALE BRANCH									
Read Down					Read Up					Read Down					Read Up				
Sunday		Weekday		Miles		Weekday		Sunday		Sun.		Weekday		Miles		Weekday		Sun.	
669	509	669	509			660	506	660	516	580	582	580				581	583	585	
PM	AM	PM	AM			AM	AM	PM	PM	AM	PM	AM				AM	PM	PM	
.....	9 30	1 00	9 30		WILKES-BARRE	11 10	12 50	1 15	11 50	7 45	3 20	7 45		WILKES-BARRE		9 50	7 10	8 50	
.....	10 45	2 05	10 45		SCRANTON.....	10 15	11 45	12 15	10 55	8 50	4 15	8 50		SCRANTON.....		8 55	6 15	7 55	
4 25	11 45	4 25	11 45	0	CARBONDALE..	8 19	10 55	8 19	10 05	9 50	5 10	9 50	0	CARBONDALE..		7 55	5 15	7 00	
4 43	12 07	4 43	12 07	7	Forest City....	8 07	10 37	8 07	9 47	10 01	5 20	10 01	5	Lincoln Ave....		7 42	5 01	6 47	
4 58	12 19	4 58	12 19	12	Uniondale	7 55	10 25	7 55	9 35	10f05	5f24	10f05	6	Whites.....		7f38	4f58	6f43	
5 05	12 25	5 05	12 25	14	Herrick Centre..	7 50	10 19	7 50	9 29	10f19	5f38	10f19	9	Quigley.....		7f25	4f45	6f30	
5 14	12f31	5 14	12f31	18	Burnwood.....	7 43	10f09	7 43	9f19	10 24	5 44	10 24	12	Farview.....		7 20	4 37	6 25	
5 24	12 41	5 24	12 41	21	Ararat.....	7 36	10f01	7 36	9f11	10f31	5f50	10f31	15	Canaan.....		7f11	4f29	6f16	
5 34	12 51	5 34	12 51	26	Thompson.....	7 22	9 48	7 22	8 58	10f38	5f57	10f38	17	Lake Lodore...		7f07	4f22	6f12	
5 43	1 01	5 43	1 01	29	Starrucca.....	7 10	9 36	7 10	8 46	10 41	6 01	10 41	18	Waymart.....		7 05	4 20	6 10	
5 53	1 11	5 53	1 11	34	Stevens Point..	6f55	9f20	6f55	8f30	..f..	..f..	..f..	20	Hubbard's F'm.		..f..	..f..	..f..	
5 57	1 15	5 57	1 15	36	Brandt.....	6 51	9f18	6 51	8f28	10f47	6f07	10f47	21	Keene.....		6f55	4f11	6f00	
.....	1 22	.....	1 22	38	Lanesboro.....	.....	9 11	.....	8 21	10f52	6f10	10f52	22	Steene.....		6f52	4f08	5f57	
.....	1f34	.....	1f34	41	Columbia Gro..	.....	9f03	.....	8f13	10 57	6 15	10 57	24	Prompton.....		6 49	4 04	5 54	
.....	1 45	.....	1 45	47	Windsor.....	.....	8 51	.....	8 01	11f02	6f20	11f02	25	Fortenia.....		6f43	3f58	5f49	
.....	1 54	.....	1 54	50	East Windsor..	.....	8 44	.....	7 54	11 06	6 23	11 06	26	Seelyville.....		6 40	3 55	5 45	
.....	2 05	.....	2 05	55	Centre Village.	.....	8 36	.....	7 46	11 10	6 30	11 10	28	HONESDALE...		6 35	3 50	5 40	
.....	2 15	.....	2 15	59	NINEVEH.....	.....	8 25	.....	7 40										

f Stop on Signal. Light faced type denotes A. M. time.
Dark faced type denotes P. M. time

5. The last passenger train, Honesdale to Carbondale, October 27, 1928:

The following newspaper clipping, published in *The Wayne Independent* in October 1968, is in the archives of the Wayne County Historical Society, where it was scanned by the author on Saturday, November 17, 2018:

Last D & H Train Left Honesdale 40 Years Ago

The last Delaware & Hudson Railroad passenger train north out of Honesdale left the Maple City enroute to Carbondale, on Oct. 27, 1928 — forty years Sunday.

The train had M. V. Hart as conductor and Edward Uglow as trainman. Those present as the last train left included C. J. Dibble, railroad station agent; Henry G. Soete, telegrapher; Simeon Rose, baggage master; Lawrence Weidner, U. S. Mail trucker; Leonard Roegner, drayman; George Wolf, foreman and Howard Fitch, retired fireman. Mayor George S. Wendell also was present.

Messrs, Rose, Fitch, Wolf and Uglow were former employees of the old Gravity Railroad.

Shown below are the two photographs that were published as part of the notice given on the preceding page:



“40 YEARS AGO--The last Delaware & Hudson Railroad passenger train left Honesdale en route to Carbondale, Oct. 27, 1928. Standing, left to right, Lawrence Weidner, U. S. Mail trucker; C. J. Dibble, Honesdale Station Agent; Lloyd Schuller; Simeon Rose, baggage master; Mr. Weist; Henry G. Soete, telegrapher, Leonard Roegner, drayman; J. H. Weizel, retired; Mayor George S. Wendell; Howard Fitch, retired fireman; Joseph Welsch; George Wolf, freight foreman; Herbert Barrett, Wayne Independent City Editor; M. M. Hart, conductor; Edward Uglow, trainman; children in front row: Lucille and George Soete, twins. Note: Messrs. Rose, Fitch, Wolf and Uglow were former Gravity Railroad employes. (Photo from H. G. Soete collection).”

6. Passenger Service between Honesdale and Lackawaxen, 1939:

The following newspaper clipping is in the holdings of the Wayne County Historical Society, where it was copied by the author on Saturday, February 17, 2018:

“Erie Ordered To Restore Lackawaxen-Honesdale Passenger Service. / The Pennsylvania Public Utility Commission has denied the application of Robert E. Woodruff and John A. Hadden, trustees for the property of the Erie Railroad Co., for approval of the discontinuance of its passenger service between Honesdale and Lackawaxen, effective as of Sept. 24, 1939. / It has ordered: / ‘That the Erie Railroad Company forthwith restore passenger train service and equipment on the Wyoming Division between Honesdale and Lackawaxen commensurate with the equipment in use prior to the discontinuance of passenger service on September 24, 1939, such passenger service and equipment to be adequate, efficient and safe for the accommodation, convenience and safety of its patrons, employees, and the public. / ‘That the Erie Railroad Company forthwith cause to be published in the timetables of the railroad company, and in the stations on the portion of the Wyoming Division between Honesdale and Lackawaxen, notices of the full resumption of passenger service between Honesdale and Lackawaxen on its Wyoming Division. / Protests against the discontinuance of passenger train service between Honesdale and Lackawaxen were filed by Honesdale Business Men’s Association, Hawley-Lake Wallenpaupack Chamber of Commerce and several residence of the area accommodated by this train service. All these protestants were represented at this hearing. / The protestants stated that, in event of discontinuance of the passenger service between Honesdale and Lackawaxen, the residents of the communities of Kimbles, Glen Eyre, and Rowlands would have no means of transportation outside of their communities except by private automobiles; and that many residents of these communities did not own and could not afford transportation by private automobiles. They maintained that due to climatic conditions, many of the highways in that area are closed to travel during portions of the year; and that transportation by motor vehicle is impossible during the periods the highways are closed.”

7. This is not “the first Erie train from Honesdale for New York.” Rather, it is “just another” Erie train pulling out of Honesdale’s Union Station for New York. This photograph is in the holdings of the Wayne County Historical Society, where it was scanned by the author on February 17, 2018:



ERIE TRAIN AT HONESDALE PULLING OUT FOR NEW YORK.

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